

Handbook
To
Kashmir
Jalali



PREFACE.

Volumes have been written on the beautiful Valley of Kashmir. Even a chance visitor after a few days' ramble enchanted by the bewitching sceneries, unparalleled landscapes, unrivalled backgrounds set off by the impregnable snowy barriers of massive grandeur, has not failed to produce a book on the charms of the country ; and if to-day a collection of all such "poetic ecstacies" were made it would form a most beautiful symposium to feed "thought's wildernesses". There are books on Kashmir ranging from a mere narrative of a trip to one of the lovely spots of the country, to the most elaborate account of its beauties, its history, its great past. From geologist's dry record of the physical phenomena to the poet's rapturous imaginative flights, from the sportman's diary of baggings to the tourist's expedition to distant recesses or on the sheeny waters of the vast, silent and transparent lakes and rivers, or across the impassable *gangris* over the perennial snows, there is everything written and recorded, and every book that exists at present has something of its own to tell about the "Paradise on Earth", which even exuberant enthusiasm might have passed over through over-intoxication. There are guides and handbooks, diaries and notes, tables and charts, giving the minutest detail and information about the country ; and if

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an attempt were, therefore, made to write something about this much explored land of Beauty, it must not be a repetition of what has already been recorded about it, but strike a new note altogether. As such the author has after careful thought and much deliberation attempted to collate such upto date information in this little brochure as should prove of much use to the visitor to this land of Sages and Sagas.

SRINAGAR.

1st June 1933.

J. L. K. JALALI.

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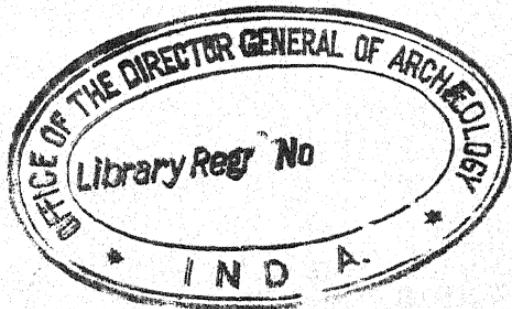
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HANDBOOK FOR VISITORS TO KASHMIR.

CHAPTER I.

Kashmir, rather the State of Jammu and Kashmir, Descriptive. comprises the provinces of Jammu (including the feudatories of Poonch and Chenani) and Kashmir, and the frontier districts of Ladakh and Gilgit. It lies between $32^{\circ}17'$ and $36^{\circ}58'N$. Latitude and $73^{\circ}26'$ and $80^{\circ}30'E$. Longitude, extending from the sub-montane tracts of the Punjab to the Pamirs, where the three "empires" of Great Britain, Russia and China meet.

According to the latest surveys, the area of the State is 84,258 square miles. The country is almost mountainous rising from the borders of the Punjab with a few hundred feet above the level of the sea to the great Himalayan giants of over 20 thousand feet with summits crowned with eternal snow.

The Valley of Kashmir is at an average height of 5,600 feet above the sea. It is said to have been a vast lake, subsequently drained, as evidenced by the numerous *karewas* (table-lands) which formed the "shelving shores of an inland sea". It is approximately 84 miles in length and 20 to 25 miles in breadth.

Administrative divisions. For administrative purposes the State is divided into the following political divisions:—

- (a) Jammu Province,
- (b) Kashmir Province,
- (c) Ladakh Wazarat,
- (d) Gilgit Wazarat,
- (e) Political Districts or Gilgit Agency,
- (f) Poonch Jagir, and
- (g) Chenani Jagir.

The Provinces are divided into districts known as Wazarats, and each district is under a Wazir, or in the British Indian terminology, a Deputy Commissioner. A district has several sub-divisions called Tehsils and Niabats, in charge of which is a Tehsildar or a Naib-Tehsildar, a Revenue Officer.

Political Districts (or Gilgit Agency) comprise the unsettled districts of Hunza, Nagar, Chilas, Punial, Darel, Ishkoman and Koh-Ghizar, administered by the Political Agent, Gilgit.

Poonch is a jurisdictional Jagir and a feudatory of the Maharaja. The Jagir has a population of about 4 laes and a revenue of about 12 laes. It is administered by a Raja, who is assisted in the administration of the Jagir by a Wazir generally lent by the Parent

State, The present Raja of Poonch is Raja Jagatdev Singh.

Chenani Jagir in the Udhampur District, is also a jurisdictional Jagir and a feudatory of the Maharaja. It has a population of about 11 thousand and a revenue of about 35 thousand. The present Raja of Chenani is Raja Ramchand.

The State of Jammu and Kashmir is ruled by His Highness Maharaja Colonel Sir Hari Singh Ji Bahadur, G. C. S. I., G. C. I. E., K. C. V. O., A. D. C. The heir-apparent is Maharaj-Kumar Sri Karan Singh Ji. His Highness is assisted in the administration of the State by a Ministry composed of:—

- (i) Prime Minister—Lt.-Col. E. J. D. Colvin.
- (ii) Army Minister — Major-General Nawab Khusru Jung.
- (iii) Revenue Minister—V. N. Mehta, Esquire, I. C. S.
- (iv) Chief Justice—Sir Barjor Dalal, Kt.
- (v) Home Minister—Wajahat Hussain, Esquire, I. C. S.
- (vi) Finance Minister—R. B. Sardar Thakur Kartar Singh.
- (vii) Minister-in-Waiting—Major-General Nawab Khusrujung.

The Minister in charge of Police is the Prime Minister.

The Representative of the Government of India, the Resident in Kashmir, is Lt.-Colonel F. M. Bailey.

Srinagar, the capital of Kashmir, is the Summer Headquarters of the Government of Kashmir, and Jammu the capital of Jammu Province, is the Winter Headquarters. Each Province is in charge of a Governor, who also exercises the powers of a District Magistrate for his province.

During the winter, generally from December to March, the Resident moves down to Sialkot, while the Residency Office remains at Srinagar throughout the year, with First or Second Assistant in charge thereof. The Second Assistant remains for winter in Srinagar, but during the summer he moves up to Ladakh to discharge the functions of British Joint Commissioner, and at times in collaboration with the State Joint Commissioner, the Wazir Wazarat of Ladakh.

SECTION 2.

The mountains that abound in the Valley of Kashmir are numerous. The lofty ones Mountains, are generally 16000 feet and above in height. The peaks round the Konsar Nag exceed 15000 feet; Harmukh on the north-east commands 16903 feet. Kalohci and Gwashbrari in the Liddar Valley, in the east, are over 17800 feet, the highest peak being 17839. The Amarnath, to whose sacred cave thousands of pilgrims wend their feet every year, Kohinhar, etc., are above 17000 feet. The Nun and

§ It is under contemplation to divide the Provinces into self-contained units of administration; and as such every such division will have its Deputy Commissioner, Police Officer, Medical Officer and Judicial Officer.

Kun peaks on the north, and the Nanga Parbat are 23400 and 26620 feet respectively. Harmosh in Gilgit and Rakapushi in Hunnza, are seen towering to a height of over 25000 feet above the level of the sea. Mountains of lesser height are Mahadev (13056) above Shalimar, Margan (11600), Marbal (11570), Hukhasar (15070), Brari Bal (14000), Razdaniangan (12950) etc. Karakorum (28,250) forms the northern frontier of the Kashmir dominions.

The largest is the Wular lake in the north of the Valley. Its extreme length is 15 miles. Lakes—the lakes of the plain. The Mansbal (2 to 2½ miles long) is on the right bank of the river Jhelum just below the village of Sumbal. The Anchar is a reed-grown swamp of considerable extent about 6 miles from the city of Srinagar towards the north-west. The Dal or the City lake lies at the feet of the Moghul Gardens, the Shalimar, Nishat and Naseem. It is the most beautiful lake in the heart of the city and covers an area of about 13 square miles. Hokar Sar, Haigam, etc., provide best duck shooting.

There are a number of mountain lakes in the Mountain Valley. In the Harmukh range there is the largest number of them. Gangabal, with its whole host of smaller ones, Brahmansar, Nund Kol, Vishnasar, Krishnasar, Satsar, Dodasar, Gagasar, Khirasar, Sona Sar, Nilasar, Kolasar, etc., is the most famous and the sacred lake of the Hindus, where they consign the ashes of the dead. On the way to Swami

Amarnathji cave, are found Shishram Nag, Hatiari Talav, Zamaturi Nag, etc. In the Mahadev range are Taisar and Marsar lakes—the latter the source of Srinagar Water Works.

Kaunsarnag, Ramsar, Dudasar, Indrasar, Kazi Nag, and Nila Nag are at a great height in the southern range of mountains.

The Ladakh District contains the great Salt Lakes Frontier of Pangong, Tsomoriri and Rupshu. The lakes. Tsomoriri covers an area of 60 square miles.

The Jhelum, known to the Kashmiris as Vyeth or Vitasta, is the largest navigable river of Rivers.

Kashmir. It rises in the Verinag at the foot of the Banahal, but the main source is the Vithavatra. The Araput traversing Kotihar and the Bringhi join it at Khanabal. The Liddar or Lambodari rises in Kohenhar and drains the prettiest part of Kashmir. Veshau and Rambiara enter it at Sangam, 28 miles above Srinagar. Arin and Madumati which rise in the Harmukh; Tsunti Kuhl, Dudhganga, Ningal, Aripal, are all its tributaries. The Pohru rises in Kajinag and joins the Jhelum at Doabgah. The Sind rises in Amarnath and enters it at Shadipur, 12 miles below Srinagar.

The Chenab or Chandrabhaga originates as two streams in the Baralacha Pass in Ladakh. It is joined north of Kishtwar by the Wardwun river. Passing through Reasi and Akhnur in the Jammu Province it forms one of the five rivers of the Punjab. The Tawi is a tributary of the Chenab, and passes through the Jammu District.

The Indus rises in the Kailash in the Tibet and passing Leh the Zanskar river joins it at Nemo. The voluminous Shyok, the Shigar, and other numerous mountain rivers enter it during its course of 450 miles through the State territory. The Shyok rises in the Karakorum and is over 400 miles in length; the Nubra, a Ladakh river, is one of its tributaries. The Zanskar flows from the Baralacha, and after 220 miles joins the Indus at Nemo. The Kishengunga rises in Tilel and joins the Jhelum at Domel, 21 miles from Kohalla. The Hunza and Gilgit rivers also enter the Indus.

There are a number of passes, but the Passes. principal are:—

(i)	Banahal	9290 feet	Between Jammu & Kashmir
(ii)	Pir Panjal	11462 „	Kashmir and Poonch
(iii)	Hajipir	8652 „	Do
(iv)	Zojila	11578 „	Kashmir & Ladakh
(v)	Mustagh or Karakorum	18270 „	Ladakh & Turkestan
(vi)	Rajdaniangan	11900 „	Kashmir & Gurez
(vii)	Burzil	13775 „	Kashmir & Gilgit
(viii)	Kamri	14050 „	
(ix)	Baralacha	16047 „	Ladakh & Punjab
(x)	Simthan	12400 „	Kashmir & Kishtwar
(xi)	Marbal	11550 „	
(xii)	Budil	13989 „	Reasi & Rajouri

Kashmir is called the Switzerland of India, but Climate. Switzerland is built on a smaller scale and there is not the same sweep of snow-capped

mountains which lend a unique charm to "The Paradise of the Indies." Kashmir is said to possess a variety of climates. Spring begins by the middle of March. Until the end of May the climate is similar to that of Switzerland. July and August are rather oppressive. October and November are, perhaps, the best and the most healthy months in the year and fit for shooting. Snow falls by about the middle of December and sometimes in January. From the middle of December to end of February is the coldest part of the year when the average temperature is about 15° below freezing.

In the outer hills there is no snowfall. In the Province of Jammu, Kishtwar and Bhadarwah, and on the outskirts of Jammu, the Trikuta peak, are also visited by snow. The climate of Jammu is hot and dry.

The rainfall in Kashmir is irregular, greatest Rainfall. in the spring months. The sub-montane tracts and the outer hills have comparatively normal rainfall, while in the Valley itself, it is "much less than any of the Himalayan stations." It varies from 50 to 70 inches in the outer hills of the south and from 30 to 44 inches in the Valley proper, and is less than 10" in the frontier districts of Ladakh and Gilgit. Average rainfall at Srinagar is 25'87"; at Sonamarg it is a little over 70".

The average of Jammu is 51'10", the highest being that of Ramnagar, 71'02".

According to the census of 1931 the total population of the State is 36,45,339 (including People. the jagirs and dependencies), of which 15,69,394 represent Kashmir. The distribution is as under:—

Jammu	17,88,393
Kashmir	15,69,394
Ladakh	1,90,831
Gilgit	31,905
Political Districts	64,816

Poonch and Chenani are included for purposes of calculation in the Jammu province, with 3,87,917 and 10,927 persons respectively. Srinagar, the capital of Kashmir, has 1,73,649 souls.

Different races abound in Kashmir. In the outer hills live the war-like Dogras, in the middle mountains the pastoral tribe or Gujars, while in the Happy Valley, the Kashmiri Brahmans and Mohammedans, the former "intellectual heirs to a splendid culture", the latter wonderfully deft-fingered craftsmen. The province of Ladakh is peopled by a race of Tibetan origin, and the Gilgit district is inhabited by tall Kanjutis and Dards.

SECTION 3.

History.

The first authentic history of Kashmir we can collect is long before the Romans came to Britain. After the dessication of the valley through the super-

human efforts of Sage Kashyapa, after whom the land takes its name, till the country became permanently inhabited, the history of Kashmir is rather a matter of conjecture. From the records available, the invaluable Rajatarangini of Kalhana Pandita, the Kashmirian poet and historian of the 12th century, we learn that the country was at first split up into numerous petty kingdoms. Gonanda the first ruled in 2448 B. C. Lava founded the town of Lolara with eighty four lakhs of stone buildings. The name of Asoka (245 B. C.) lands us on the *terra firma* of authentic history. It was during his reign that Buddhism was at its height in Kashmir. He founded the original city of Srinagar (subsequently called Puranadhisthana, present Pandrethan, 4 milcs above present Srinagar), with "96 lakhs of houses resplendent with wealth". His son Jalauka, who is credited with having established a complete system of administration in the country, conquered Kanauj and brought settlers to Kashmir from outside. His reign was a revolt against Buddhism. A little later the Buddhists waxed strong under the Turushka kings. The identity of Kanishka with the great Indo-Seythian ruler of north-eastern India and that of Hushka with Huvishka on coins and inscriptions leads us to infer that Kashmir was then included in "the wide domain of the great Kushana dynasty". Kanishka held in Kashmir the famous Third Great Council which drew up the Northern Canon or 'Greater Vehicle of the Law'. About Abhimanyu we are told that he was a great

scholar and introduced Mahabhashya (Grammar) into Kashmir. The next name remembered is that of the White Hun ruler, the wicked Mihirakula (515 A. D.), who succeeded to a kingdom which extended to Kabul and Central Asia. But his cruelty is monumentalised in the name of the precipice Hastivanz on the Pir Panjal Pass, where he is said to have rolled down one hundred elephants on his return from Ceylon expedition "which gave him delight". He was also known as 'Trikoti-han', the killer of three crores.

Gopaditya was a pleasant contrast to Mihirakula; the present village of Gupear was founded by him. Matrigupta supports the inference that Kashmir was once directly or indirectly under the sovereign control of the great Indian monarch Vikramaditya of Ujjain. King Pravarsena is credited with having founded modern Srinagar. Lakhana-Narendraditya is said to have organized a department of records; and his younger brother, Ranaditya was a good and pious king, known for religious toleration, and for having built a "faultless" hospital for the sick. During Pratapaditya's reign the country enjoyed prosperity and a flourishing trade, inasmuch as foreign merchants carried on thriving business peacefully in Kashmir.

The next great land-mark in the history of Kashmir is the reign of the great Kashmirian King, Lalitaditya-Mukhtapida (689-736 A. D.). He was a man of tastes, sporting, artistic and literary. He was an adventurous king. India, Asia and Tibet, all felt

his victorious hand, and asserted his authority over the hilly tracts of Northern Punjab and Kanauj; conquered Tibet, invaded Badakhshan in Central Asia and sent embassies to Peking. It was about the closing period of his reign that Huen-Tsang visited Kashmir and from his travels we know something of the Kashmir embassy to China and vice-versa. Lalitaditya encouraged men of letters, and devoted himself to great public works. The historical temple of Martand, 6 miles from Anantnag (Islamabad) built by him lives to this day. He built canals and bridges, and reclaimed vast areas of swamp; and his "water-wheels" tell us of the irrigation projects of his time. During his reign Kashmir was at its height of glory, free and independent, having been raised from the abyss of serfdom into which it had fallen through the weakness of his predecessors.

Lalitaditya was followed by successive weak rulers. But his grandson, Jayapida in the footsteps of his illustrious grandfather conducted expeditions into Nepal, Kanauj, etc., and restored some of the past glory. The reign of Anativarman (855-883 A. D.) was a period of consolidation for the country; and the great engineering schemes of the Kashmirian Engineer, Suyya, for the drainage of the valley saved the country from constant floods and famines. The present town of Sopore (Suyyapur) is known after him. Shankarvarman was a great conqueror, and he led nine lakhs of foot soldiers out on expedition. His reign was one of great oppression due to excessive

fiscal exaction. He was succeeded by weaklings, engaged in mutual quarrels and internal dissensions inasmuch as one puppet king was raised and sacrificed at the sweet will of the party in power, the feudal lords, the Damaras, or the plebeians, the Tantrins. King Partha's reign (906-921) A. D. was marked by the great famine of 917-18 A. D. In quick succession king followed king and in this turmoil Queen Didda (980-1003 A. D.) meets us, and we are struck by her statesmanlike instinct and political ability inspite of defects of character, and the ruler of Rajouri is once again made to pay tribute to Kashmir. King Harsha (1089-1101) was a good ruler and at "his gate the riches of all countries seemed to be piled up". Fond of amusements of the Deccan fashion, he introduced a coin type copied from that of Karnatik. But towards the close of his reign, the land where "gold and silver money" was plentiful became one of oppressive fiscal exaction. His extravagance and senseless impositions brought ruin upon the country. Uccala, Sussala and their successors do not inspire us, for the sensuous weaklings were preparing a doom for the country which had enjoyed enviable independence from time immemorial. Mahmud of Ghazni made an unsuccessful attempt to invade Kashmir. Early in the time of Raja Simhadeva, Zulqadar Khan the Tartar, invaded Kashmir (1305 A. D.) and the Raja fled to Kishtwar. The Tartar slaughtered the people, took captives, and set the city of Srinagar on fire. When

Zulu left, Ram Chand the Commander-in-Chief of Simhadeva had two foreigners with him, one Shah Mirza from Swat and the other Rencin, a Tibetan prince, who had come to Kashmir as refugees. The former served as minister to the last of the Hindu rulers, Queen Kota; played a traitor and deposed her and established a Mohammedan dynasty (1339 A.D.) of Salatin-i-Kashmir. Rencin Shah ruled for a short space of two years, and the refusal of the Hindus to admit him into their fold and his subsequent conversion to Islam struck another nail in the coffin of the Hindu rule in Kashmir. When Sultan Sikander (1389-1413) came to the throne, his virulent fanaticism coupled with gloomy iconoclasm won him the memorable name of "But-Shikan". His successor Alishah out-Heroded him; and it is with a sigh of relief that we turn from the dark days of Sikander and his successor to the enlightened reign of Zainulabdin, or Bad-Shah as he is still popularly known in Kashmir, (1420-1470 A.D.). This king was virtuous, liberal, and built many bridges and canals, and the present Zaina-kadal in Srinagar still monumentalises him. He was tolerant towards Brahmins and remitted poll-tax on them. He revived Hindu learning and introduced many art manufactures from foreign countries, for example, manufacture of paper, shawls, papier-mache, carpets, etc. During his reign Kashmir was once again restored to its former prosperity. He was followed by weak rulers. In the

year 1532-33 Mirza Haider with a following "which formed part of the last great wave of Turkis from the North" invaded Kashmir and held it for some years. Then followed one short period during which Kashmir became once more the scene of long continued strife among the great feudal families, the Chaks who set up and deposed their puppet kings in rapid succession till finally the country was incorporated in the dominions of the Great Moghul in 1586 and remained a dependency of the Moghul Emperors for one hundred and sixty-five years.

Akbar visited the country three times, made a land revenue settlement and built the Hari-Parbat fort, which lives to this day with an inscription of "expenditure and labour employed", on the outer gate of the rampart wall running round it. His son, Jehangir, was devoted to Kashmir, and it was he who built the stately pleasure gardens of Nishat and Shalimar on the Dal. The Emperor Shah Jehan was no less a sensuous lover of its charms. But Aurangzeb's fanaticism made itself felt in Kashmir. As the Moghul empire began to decay the Subahs became independent and high-handed so much so that by the year 1751 A. D. the office of the Subah of Kashmir became hereditary and practically independent of Delhi.

The Valley then passed into the hands of the new masters, the Pathans. It was the cruellest and worst rule of all, a time of brutal tyranny "unrelieved by good works, chivalry and honour". Oppression became so unendurable that the Kashmiris, through

the great Kashmiri Pandit Birbal Dar, turned to the Lion of the Punjab, who after an unsuccessful attempt in 1814, sent in 1819 A. D., Dewan Misar Chand with Raja (subsequently Maharaja) Gulabsingh of Jammu, and finally defeated the Afghan Governor, Mohammad Azim.

After five centuries of Mohammedan rule the Sikhs in country passed again into the hands of Kashmir. the Hindus, the difference being that the seat of Government also changed. "It must have been an intense relief to all classes in Kashmir to see the downfall of the evil rule of the Pathans, and to none was the relief greater than to the peasants, who had been cruelly fleeced by the rapacious Sirdars of Kabul". The Sikhs like the Moghuls ruled by deputies. Dewan Motiram was the first Sikh Governor. The Sikh regime is still remembered by the cruel famine of 1832-33 A. D., known as Shersinghi famine. The Kashmiris had not yet come to a haven of rest and it was the first Sikh war of 1846 that decided the fate of Kashmir. The Treaty of Amritsar was concluded by the British East India Company with Maharaja Gulab Singh (16th March 1846 A. D.) which transferred Kashmir and Gilgit to the latter. Henceforward the destiny of Kashmir was merged with that of Jammu, which had already been conquered by the Maharaja, and the Dogras were the sovereign rulers of the country.

With the advent of Dogras a new chapter opened in the history of Kashmir. The last The Dogras. Governor of the Sikhs gave Maharaja

Gulabsingh a battle at Shopian, and with the aid of the British bayonet Kashmir was finally placed under the sovereign control of Gulabsingh. The Maharaja was a strong ruler, and he consolidated the present State of Jammu and Kashmir. In the Mutiny of 1857 he sent a contingent of 2000 infantry, 200 cavalry and 6 guns to assist the British in the relief of Delhi; but he died before the Mutiny was over, and was succeeded by his son Maharaja Ranvirsingh. In recognition of the signal services rendered by Gulab Singh in the Mutiny the British Government offered his son a Jagir in Oudh, which he declined to accept saying that help was rendered in the hour of need as "loyal friends and not as mercenaries."

Maharaja Ranvirsingh ruled for 28 years. His rule was marked by many acts of improvement, re-organization and stabilisation. Regular courts of justice, land revenue settlement, fixation of revenue demand were introduced. Laws were framed, scholarship and learning were patronised; a department for collection and publication of important Sanskrit works was established. A Dharmarth Fund was founded. The Commercial Treaty of 1870 for developing trade with Central Asia was concluded with the British Government. The name of this Maharaja will live down in history as one of the greatest rulers of Kashmir.

Maharaja Pratapsingh succeeded him in 1885. His reign is remembered by the reorganization of the administration of the State, and the general impetus given to education, and establishment of the Depart-

ments of Agriculture, Co-operation, Medical and Public Works. During his peaceful reign of 40 years the State made a marked progress. The two great cart roads were constructed during his time. In the Great War of 1914-18 the Maharaja contributed generously in men and money, the man-power (31,000) was the highest among all the Indian States.

On September 23rd, 1925, the Maharaja breathed his last, and was succeeded by the present ruler Maharaja Colonel Sir Harisingh Bahadur. The reign of the Maharaja is marked by general reorganization throughout. A Food Control Department to provide against the manipulations of grain-dealers, has been established; a High Court of Judicature, an Industries Department, Regulations for prevention of infant marriage, compulsory primary education among boys and girls, Agriculturists Relief Regulation, etc., have been introduced. Repressive Laws have been repealed: freedom of press and platform has been conceded. In short measures contributing to general peace, prosperity, contentment and advancement of the people have been adopted to make Kashmir rank with the most modern countries of the world.

SECTION 4—Economic Products.

Blessed by nature with wondrous fertility, beautiful scenery and glorious climate, Kashmir is rich in various products. Rice is the staple food of its inhabitants, and wherever adequate irrigation is obtainable, this crop is invariably grown. Wheat is

the staple product of Jammu Province; in Kashmir maize is an important crop and is used for fodder and exported to the frontier districts of Ladakh. Other economic products are tobacco, hops, buckwheat, pulses, rape, flax, cotton, etc.

Saffron (*crocus sativa*) is a product of great economic value. In India it is cultivated in Kashmir only, on the *karewa* of Pampur from mile 7 to mile 14 on the Srinagar-Banihal Road. In Kishtwar, in Jammu Province, also saffron is grown, but in a very limited quantity. This saffron is not of a good quality, and is inferior to that of Kashmir. Besides being used for sacred purposes, saffron is employed in colouring various articles of food both in the East and the West. The tri-partite red stigma is what is called real saffron. Adulteration is not an uncommon practice.

Two minor products of economic value and peculiar to Kashmir are the water-chestnut or *singharas* and the lotus root or *nadroo*. The chief home of the former (*trapa bispinosa*) is the great Wular lake in Handwara Tehsil. The latter (*Nelumbium speciosum*) is found on several lakes of Kashmir. The plant yields double fruit—the inverted cone containing small nuts which are dried and marketted, and the stem, that develops into a succulent thing called *nadroo*, which is used as a choice vegetable.

Besides these, we have melons, water-melons, cucumbers, egg-plants, cabbages, etc

Kashmir has a variety of fruits, of which the most important and of much economic value are almonds, apples, walnuts and pears. Mulberry, apricot, cherry, plums, peaches, quinces, vine, pomegranate, figs, etc., are local fruits and find ready market in Kashmir. In Jammu Province, oranges and mango are the chief fruit. Sweet apricot and raisin are commonly found in the frontiers.

Mulberry, chinar (plane), walnut, poplar and willow are gaining economic importance day by day. Deodar (*cedrus libani*) found both in Jammu and Kashmir is exported in sleepers for railways. It covers an area of over 400,000 acres. Walnut wood is used for carving. Poplar is employed in the match factory at Lasjan just near Pandrethan. Willows are used for making cricket bats which are exported, cut into blades. Kairu or blue, pine (*pinus excelsa*) is used in constructional work; silver fir or spruce for paper pulp and in factories. Among hard woods are, ash and maple oak. Chir pine abounds in Jammu, and as a resin producer is a great economic asset.

Among the minor forest products are the valuable drugs of *Podophyllum*, *Belladonna*, aconite, violet flowers and Valerian, besides the Minor forest products. economically most important products, the *kuth* root (*Saussurea lappa*) and *Artemisia brevifolia*. The *kuth* root (*Costus root*) is a State Monopoly; is exported to China in large quantities,

where it is used as an incense in Chinese temples and has a preservative quality. Artemisia, the source of the drug Santonin, is a commercial product, and is sure to command a world-wide importance when large scale manufacture of the drug is successfully undertaken. A private firm has established a plant at Baramulla and the Government of Kashmir has granted many facilities to make it a success.

Coal and lignite. There is no coal in Kashmir.

It abounds in Jammu province. In Mineral products. Kashmir, the Mineral Survey Department has discovered in the *karewa* (plio-cene) deposits thick and extensive beds of lignite. There are several deposits of iron of no special richness in the State. Beauxite, beauxitic clay, kaolin or 'makol' clay (from which tiles and pottery are made), have been found in the Jammu province. Copper ore is found in Reasi. Native gold has for long periods been known in the places (old gravel or eluvial) deposits of Dras, Suru and other rivers beyond the Zojila, and is worked by villagers under a special system of 'kishti' licence. Lead (Galena) deposits are reported at Buniar on the Jhelum Valley Road near Rampur. Polishing powder occurs in Vihi District near Khunmuh (Kashmir). Marble of fair quality is known in several places in Kashmir, e.g. Braripura. Phyllitic slate belonging to the Silurian system or older is known to be near Banahal and few other places. It has already been successfully used in roofing many of the Dak Bungalows on the

Banahal Cart Road. Other important minerals like the precious gem-stones of aquamarine and sapphire are found in Baltistan, and Paddar (Zanskar) respectively. They are a State monopoly.

Silkworm rearing and silk reeling have developed into one of the largest silk industries in Industrial & Commercial. the world. The Silk Factory of Kashmir is one of the biggest. It is situated on the Dudhgaga river near Rambagh, some two miles from the city. Silk weaving also has been undertaken, and for this purpose a local firm has been subsidized by the State and many other facilities have been granted to make the concern an industrial success. In Poonch Jagir also silk rearing and reeling have been introduced. Silkworm rearing was first systematically taken up by the Government in the year 1869 A. D. and in 1889 the Government seriously considered the experiment of egg-production under the Pasteur system. Silk reeling was started on scientific basis in 1898. After the fire of 1913, 304 reeling and 152 cooking basins were constructed on the most modern lines. Lately, Italian basins have been introduced with good success. Over 3000 people are daily employed in these factories, and over 60,000 rearers are registered on the books. Cocoons and silk yarn are exported to Europe and India.

Kashmir is celebrated throughout the world for its shawls which are said to have won Shawl industry. admiration even in days when Lord Krishna went to the court of Kurus as a

delegate from the Pandavas. Kashmir shawls are known to have formed a part of Sita's trousseau. In the West they were prized very highly and were the most cherished treasures of the beauties of Caesar's court. The industry is a very old one. In the 14th century, when the industry had almost died, attempts were made to revive it. During the Moghul period it received great impetus, and shawls formed conspicuous part of the presents sent by the Moghul and Afghan kings to Foreign courts, and the tradition still survives in the annual Tohfa Shawls sent to the Government of India by the Kashmir Government.

Shawl wool from which the shawls are manufactured is of two kinds—the fleece of the domestic goat and that of the wild goat (the *Asli Tus*). It is obtained from the shawl-goat which inhabits the high altitudes of Tibet or eastern Ladakh. Before the advent of cheap aniline dyes the gossamer shawl thread was dyed in various soft hues solely with vegetable dyes locally prepared which neither faded nor blurred when exposed to sun or rain. There are two kinds of shawls, the 'Kani' or the loom-woven kind, and the 'Amlí' in which plain pashmina is embroidered with "needles having eyes and with a particular kind of woollen thread". The art of shawl weaving attained to perfection during the Moghul period. The famous ring shawl a yard and a half square that can be passed through an ordinary finger ring, was first produced during this period. Franco-German war of 1870 and change in the fashion

of wearing shawls, dealt a severe blow to the industry and the famine of 1877-79 struck the last nail in its coffin, and the shawl weavers who used to put milk instead of water in their *Hukkas*, were reduced to penury and thousands emigrated to the plains of India. The art of shawl weaving is not dead, it only needs encouragement, to "adapt it to the needs of modern fashion".

Five kinds of embroidery work are done in Kashmir—*Amlı* (done in Pashmina thread Embroidery, in the same style as that of the *Amlı* shawls); chikan work (done in minute satin stitch in silk pashmina or cottin thread); *chabbi* (*chikan* work generally found on ring shawls), *doori* (knot stitch work, cheaper kind of embroidery), and *Irma* (chain stitch work, done on Puttoos, Namdahs, etc.).

Side by side with the shawl industry, the carpet Carpets. industry has an ancient pedigree. This industry was first started in the reign of Zainulabdin as far back as 1423 A. D. It is said to have languished due to foreign ingressions, but was revived by a Kashmiri, named Akhun Rahnuma, in 1620 A. D.

Like shawls the carpets are manufactured on the loom. The design of the carpet is drawn and painted by the artist on a paper which the scribe translates into symbolic script. The workman sits at the loom weaving out in a mechanical way to the dictation of the script reader who reads out the

number of knots to be tied in a particular colour to the specified warp thread. Each thread after it has been knotted is cut by the weaver with a sharp-curved knife and pressed into place with an iron comb. The pile of the carpet depends upon the length of the thread that is cut after the knot. The designs are generally copies of old Persian carpets, but the old Kashmir carpets were worked in floral and scenic designs depicting the natural beauties of the country. Until the lamentable advent of the aniline dyes the carpet wool like the shawl yarn was dyed in the local vegetable colour thus giving it permanent soft hues with a range of artistic blending of colour. The art of carpet weaving was carried to perfection. We are told of a carpet having been got prepared by the Kashmir Governor, Diwan Motiram, for Maharaja Ranjitsingh, which displayed green turf with pink roses and almond blossoms, thus copying "Nature in spring-time in Kashmir." In the time of Maharaja Ranvirsingh attempts were made to improve the industry, but introduction of foreign ideas had a baneful effect on the art, and it was due to a Frenchman, M. Dauvergne that some attempts to revive it were made. In the Victoria Museum there is a Kashmir carpet which has 380 knots to a square inch, and at present silk carpets with as much as 400 knots to an inch are being manufactured. The industry is showing hopeful signs and trade is being carried on with Europe and America in these days with no little success.

This art was introduced into Kashmir from Persia towards the latter half of the eighteenth century by a Persian who emigrated to Kashmir and taught the art to the people there. Papier-mache articles are made out of paper pulp applied in super-imposed layers and closely stamped together in a wooden mould of required shape. Unfortunately what sometimes passes for papier-mache is made from a thin laquered board, and the general craving for cheapness is responsible for it as also for the harm done to the industry itself. The designs produced are very varied, the chief being shawl, floral, dragon, jungle scenes, chinar and the old Persian rose. The industry is one of the best specimens of Kashmir art and one which must attract all lovers of art.

Wood-carving is, perhaps, the premier industry of the country at the present time. There is a very great demand for it, as the productions are not only beautiful but useful and durable, particularly when the carving is done on walnut wood, which is the most famous and artistic. All articles of furniture such as tables, chairs, screens, boxes, teapoys, trays, dishes etc. are turned out in various designs. Kashmir wood-carving has been very highly spoken of in all the exhibitions in India, and the carved gateway at the Kashmir Camp on the occasion of the Coronation *durbar* in 1912 was the wonder of the day. It was afterwards presented to and graciously accepted by His Imperial Majesty the

King Emperor. There is a general complaint that the wood is not seasoned; the traders and wood carvers would be advantageously helped if the Government came to their assistance and provided facilities for steaming and seasoning the walnut wood.

Carved ceilings are also much in vogue. This is called 'khatum-band'. This sort of ceiling is more beautiful and lasting, and portable.

Copper work was once extensively practised, Metal work. but the demand slackened as it loses polish rather quickly. It is now being revived and manufactured in enamel.

Silver work has attained a great fame in India, and is much appreciated on the Continent. Here also the shawl design is worked into the silver article with an accuracy of artistic detail. Silver work is entirely hand made and when executed in really oriental designs compares most favourably with machine made articles. Silver enamel work in blue and green enamel is also being made in Kashmir now-a-days.

Iron work—The gunsmiths of Rainawari are the best manufacturers of articles of iron and steel e.g. guns, knives, swords, etc.

A sort of regular wicker work industry has arisen. The Technical Institute in Srinagar has produced best experts in this art, who have won medals for distinction in the Trade and Guilds Union (London).

Paper has been locally made in Kashmir since the 15th century. Birch bark was much in use, and it was written upon in a locally manufactured ink called '*zav mil*'. Paper supplanted the birch bark. Zainulabdin is credited with the introduction of paper in Kashmir. Local paper is still prepared according to crude methods, but has been driven out of the field by the foreign stuff. This paper is used by shawl weavers, washermen, silk-manufacturers, etc., for wrapping purposes.

Lately a match factory has been started at Match industry. Lasjan in Kashmir, and the Government of Kashmir has to make it a successful concern granted many concessions to the proprietors.

Kashmir taxidermists provide best skins and furs. Skins of snow-leopard, black and red bear, deer, markhor, etc., and furs of stone martins, foxes, king fox especially, etc., are mostly common.

Gabba industry is peculiar to Kashmir. Anantnag is the home of this industry. Used blankets of puttoo are washed, dyed into various hues, cut into small pieces, and then stitched into one whole piece of given length and breadth. Gabbas with *Irma* work are also made. These are used for house furnishing generally. Namdahs are manufactured in Kashmir but the major portion of the supply comes from Central Asia. These Namdahs are worked upon in *Irma*, and also dyed in plain colours, and then exported to dis-

Gabbas and
Namdahs
(felts).

tant parts of the world. America is the chief consumer.

The art of stone jewellery is one of the best loved Stone arts. Lapis lazuli, cornelian, crystals, jewellery. blood stone, tiger eye, gold stone, moon-stone, green jade, amethyst, etc., are worked, into necklaces, bracelets, necklets, studs, cuff-links, etc. and are much in demand.

There is a subsidiary industry of turquoise inlaid articles like frames, cigarette boxes, snuff boxes, flower vases and toilet requisites in general.

SECTION 5.

The annual revenues of the Kashmir State are over twenty-six millions.

There are two first grade Colleges, the Sri Pratap College at Srinagar, and the Prince of Wales College at Jammu; the Sri Amar Singh Technical Institute at Srinagar and other technical Schools at Jammu and other important towns of the State, and two High and Normal Schools for Girls at both the headquarters of the Government. Primary education is free and compulsory throughout the state.

There are two high grade Hospitals, one at Srinagar and the other at Jammu, with a number of

dispensaries at almost all the towns of the State. In addition, there are a Tuberculosis Dispensary at Srinagar, a Tuberculosis Sanitarium at Tangmarg; a Mission Hospital at Drugjan, Kashmir Nursing Home for Europeans (Srinagar) governed by a special set of rules; a Zenana Mission Hospital (at Rainawari) Srinagar; a State Zenana Hospital at Jammu and another at Srinagar; a Leper Asylum at Bahrar, opposite the Hariparbat hill on the east; two Veterinary Hospitals at Jammu and Srinagar. An Isolation Home for Tubercular and Pthisical Visitor Patients is being established on the outskirts of the city on Naseem—Telbal—Harwan road.

The following are the chief articles of export and import. The gross merchandise values at

Export—Rs. 16,482,276;	4,213,970	maunds
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Import —Rs. 35,664,878;	2,394,224	"
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Chief Articles of Export.

1. Almonds
2. Apples
3. Pears
4. Walnuts
5. Ghee
6. Woollen and Pashmina goods Rs. 5,09,271
6. Woollen and Pashmina goods Rs. 6,50,058

7. Saffron	
8. Hides	
9. Drugs	
10. Silk raw and cocoons	Rs. 14,43,877

Chief Articles of Import.

1. Cotton piecegoods	Rs. 56,40,343
2. Metals	Rs. 10,92,124
3. Tea	Rs. 20,40,814
4. Sugar	Rs. 14,02,768
5. Salt	Rs. 14,22,015
6. Snuff and tobacco	Rs. 4,91,327

There are Imperial and State Telegraph offices at Jammu and Srinagar. Government Post offices are provided in almost every part of the State. Telephone trunk service has been connected with British India. Imperial telegraph line connects Gilgit, Gulmarg, Poonch, Srinagar, Jammu and British India, and all stations on the J. V. Road have Imperial post and telegraph offices. The Kashmir State telegraph line connects Jammu, Srinagar, Ladakh, and the stations on the B. C. Road. The telegraph signallers at State telegraph offices on this road and other Mofussil stations attend to postal work also.

There are a club for Europeans at Gulmarg; also at Srinagar on the right bank of the river near Residency; Nedou's Hotel at Srinagar and Gulmarg; Harrison's Institute to the right of Nedou's; Golf links

at Gulmarg and Srinagar, His Highness' polo ground on the Hotel Road, opposite Nedou's in Srinagar, another at Satwari (Jammu Cantt.). There is a Ski Club at Gulmarg. § The Nedou's provide a seasonal programme of balls and dances; for both Srinagar and Gulmarg.

§ For membership application is made to the Honorary Secretary c/o Messrs. Grindley & Co., Peshawar. Ski equipment can be had both at Srinagar and Gulmarg. Nedous also supply required information. The club provides sport for winter from December to March.

CHAPTER II.

In the bygone days when the railway had not made its way to Rawalpindi or Jammu, the Bhimber-Shupayan or Pir Panjal route was the most favoured. It was followed centuries ago by the Moghul Emperors on their visits to Kashmir, and was called the 'Imperial route'. The lover of the antique, the sportsman, or the ardent admirer of Nature, may think of travelling by easy marches by this route but there is all the difference now. At present the railway takes one to Gujrat Station on the North-Western Railway beyond Wazirabad, wherefrom a *kacha* motorable road runs up to Bhimber, 29 miles; thence-forward a good pony road winding over high mountain ranges goes to Shupayan (in Kashmir) on the other side of the Pir Panjal. Despite the grand scenic landscape the route is devoid of all the other advantages which a road in "running order" is expected to possess. The Pir Panjal Pass remains open from May to November only, and very few indeed are the persons who might think of undertaking such a tedious journey now-a-days.

The days of pony and ekka are gone; the tonga has been replaced by the inevitable motor car and motor lorry; and the visitor, who snatches a few days for recreation in the high hills, prefers reaching Srinagar from Wazirabad or Rawalpindi in a day's time. So the motorable, convenient and comfortable roads appeal to him:—

1. Rawalpindi-Kohalla-Domel-Srinagar, better known as Jhelum Valley Cart Road.

2. Jammu-Banahal-Srinagar, known as Banahal Cart Road; and sometimes when the Murree is blocked and Road No. 1 is closed

3. Abbottabad-Ramkote-Domel-Srinagar road, meeting No. 1 at Domel.

The first starts from the rail-head at Rawalpindi (in British India) and crosses over the Murree down to Kohalla, 64 miles. Here the Jhelum is crossed, after paying a small bridge toll, and the Kashmir State territory is entered, and a distance 132 miles has to be traversed before Srinagar, the capital of Kashmir, is reached. Rawalpindi is an important junction on the North Western Railway. Here is a fine town, a Cantonment, with a busy life. The visitors to Kashmir are advised to arrange conveyance with the Government Mail Motor Service or some other registered Motor and Lorry Company here. The journey from Rawalpindi to Srinagar is generally done in two days; but during summer it can be performed in less than 12 hours' time by car. In case the visitor may have to encamp *en route*, to his complete satisfaction he will find Dak Bungalows with catering arrangements provided at intermediate stations. At these Dak Bungalows and rest houses rules for guidance of travellers regarding payment for meals, tea, light, etc., sanctioned by the Government of Kashmir, should be consulted. The Chowkidar in charge has orders to present the log book wherein entries for payments are made.

During winter an alternative route via Abbottabad has to be resorted to. This route was chiefly used by the Afghans when Kashmir was under Pathan rule. The visitor in case he has information that Murree is not open and that he is obliged to travel via Havelian-Abbottabad, should proceed direct to Havelian by train and take up a conveyance there. From Abbottabad to Srinagar via Domel, 170 miles.

The second great route to Kashmir during summer is the Banahal route. It starts from the railway terminus at Jammu (Tawi), is 213 miles long, and is wide enough to admit of two cars abreast as conveniently as the Jhelum Valley Road. The two cart roads together form one of the longest mountain roads throughout the world, and are an excellent piece of mountain engineering skill. The Banahal Cart Road is open for through traffic from May to December every year, and at times when the snow is not very deep on the Banahal (9000 feet) and the tunnel is not closed, it remains open throughout. The route is important both from commercial and tourist's point of view. Visitors from down countries intending to travel to Kashmir via Jammu should detrain at Wazirabad station. From here a branch line goes to Jammu (Tawi) 52 miles from Wazirabad, while Rawalpindi is 118 miles. From Jammu the journey can also be done in 12 hours' time by car; but as travelling over 200 miles on winding mountains at a stretch not often brings about a nervous strain, it is preferable to pass the night at one of the Dak Bungalows or rest-houses on the way.

The visitor intending to travel via Poonch is advised to detrain at Gujrat station and thence run up to Bhimber by a car or lorry, wherefrom a pony with necessary transport may be engaged. The Bhimber-Shupayan route may be followed, and at Thana-Mandi, 5th stage on the route, a detour has to be made. The route passing through Poonch will meet the main Rawalpindi-Srinagar road just at Uri, 62 miles from Srinagar.

SECTION 2.

No sooner the visitor to the Happy Valley has alighted from his car than he finds himself hedged in by a host of babbling hedgehoggies with outstretched hands holding the chit of respectability. This is the registration form granted to them by the Visitors' Bureau. The shuttle would not stop until the whole inventory has been dinned into the stuffed ears, and when the Noachian representative has succeeded with his persuasive, artful tongue, the neophyte is led to a sumptuously furnished house-boat, fully equipped and provided with all the necessaries of a boarding house. If the house-boat is not arranged, the visitor is advised to stop at the Nedou's or one of the Boarding Establishments and then settle up. For the orthodox there is no grand hotel as that of Nedou's; there are Dharamsalas, small sectional hotels, generally restaurants, where on arrival he can conveniently put up. But the house-boat is the most comfortable, and will be cheaper if previously arranged through an agency.

When the visitor has settled in a comfortable house-boat or hotel, has forgotten the tedium of his long journey, has passed a few nights "dreaming of magic casements" lulled by the wafting sprays of the cool breeze to elysiac sleep, he pulls himself together and thinks of excursions, tramps, expeditions, or simple visits. For this purpose he requires an up-to-date 'informant', and if the local agencies do not satisfy him he refers to the indispensable Bureau, to the Guides he has brought with himself, or to this Handbook which attempts to give all that is generally useful for a visitor. Before he undertakes expeditions Srinagar and its suburbs have abundant charm for him; and when he has had his fill, he thinks of outdoors. And if the time at his disposal permits longer stay, the wide delightful valleys have enough in store for him—the Liddar Valley in the east, the Sindh on the north, Gulmarg, Sonamarg or the distant Gilgit and Ladakh.

SECTION 3.

Srinagar and its Suburbs.

Srinagar, the city of wealth, is the summer capital of the Government of Kashmir. The city was built by king Pravarsena in the beginning of the 6th century A. D., and is about 4 miles below the old city, the Puranadhisthana, (present Pandrethan on the Srinagar-Anantnag road), which was built by the Great Asoka in the 3rd century B. C. Built on either side of the river Jhelum, canals and waterways intersecting it, lofty snowy ranges filling the back-

ground of every vista, the broad-bosomed Vitasta spanned by seven bridges with a flotilla of gorgeous house-boats resting on its sheeny breast, flowing through it; the two sacred hills of Shankaracharya and Hari Parbat, the latter with a fort remnant of the Moghul greatness, standing in its midst; the earth-covered roofs interspersed with most modern buildings; the old and new Palaces, the Dal lake with its historic gardens of Nishat, Shalimar and Nasim. the city of Srinagar, known as the Venice of Asia, is really one of the most beautiful garden cities, in its own style 'unique'.

Practically speaking the city lies at the feet of the two sacred hills. The fort on the Hariparbat consists of two squares, in one of which stands a Hindu temple. The stone wall surrounding the hill is now in a ruined condition; on the gateway, the Kathi-darwaza, is inscribed in Persian a quartrain giving the date of its construction by the Great Akbar, the amount spent, the labour employed, etc. On the hill towards the west is the shrine of Sri Sharika Bhagwati. At the foot towards the east is the sacred *kunda* (spring) of Pukhribal. The State Jail and Press are close by. Outside the gateway is the Sikh Gurudwara, the shrine of Sri Guru Govind Singhji, known as the "chhati padshahi" (the sixth dynasty). On the south of the hill is the famous ziarat of Makdoom Sahib and the mosque of Akhun Malla Shah, the tutor of Prince Dara Shikoh. The mosque of Madin Sahib, quarter of a mile

away on the west is the best example of the style of architecture of the Mohammedan times, when the But-shikan had the desecrated Hindu temple supplanted by the new mosque.

To the east, the hill of Shankaracharya rises in its majesty crowned with a Hindu temple said to be the remains of a Budhist temple. It is known to Mussalmans as 'Takht-Suleman'. It is quite accessible and may be climbed by the easier path starting just near the Mission Hospital at Drugjan. At the foot of the hill towards the east is the village of Gupkar founded by king Gopaditya, and now the residence of His Highness the Maharaja of Jammu and Kashmir. The Boulevard runs round the foot of the hill. Just near the Palaces is the Cantonment of Badamibagh, built on most modern lines. Towards the south-west is the most sacred shrine of Durganag under the management of Swami Shivratananandji Saraswati the leader of the 'Chhari' or annual pilgrimage of Sadhus to Swami Amarnathji Cave, and the head of the Sharda *Matha* in Srinagar.

On the right bank of the Jhelum, as it re-enters the city after its meanderings of about 60 miles, at Batwara is the first Octroi Post on the Srinagar-Ananting road. The camping grounds of Sunwar and Munshi Bagh, the European Club, the Residency, the General Post Office, the Visitors' Bureau, the Business Houses, the Imperial and Lloyds Banks, the High Court of Judicature, on the right Bank; the Observatory, Public Library, the Museum (at present closed), the State Hospital, the wide grounds of the silk-weaving

factory, on the left; and below the first bridge the Rajgarh (the old Palaces) now the seat of the Government, standing in its majesticity with the golden temple of Gadhadarji gloriously reflected on the waters of the placid river. Here are the two newly constructed 'bitumened' roads, one running through the newly built Harisingh High Street, and the other to the Government Secretariat. At the farther end of the former on the Srinagar-Baramulla road is the wide Exhibition Ground with 200 stalls, and opposite to it is the Zenana Park.

At the back of the General Post Office on the Bund, are the Polo Grounds of His Highness, the Nedou's Hotel, with the Golf Links and Harrison Institute on either side, the Roman Catholic Church, the Settlement Office holding in its compound the statue of Sir Walter Lawrence, the first Settlement Commissioner of the State, the State College with its High School, the Veterinary Hospital, the Imperial Telegraph Office, the Zenana Palaces, the Government Telephone Exchange, and the recreation ground of Pratap Park. The All Saints Church is just below the Club near Munshi Bagh lock-gate, and the Mission Church is attached to the Mission Hospital at Drugjan.

The Tsunti Kuhl Nallah is a very pretty canal connecting the Dal with the Jhelum by means of a lock at Drugjan, wherefrom the Karansingh Boulevard begins. It takes off at the Munshi Bagh lock and rejoins the river at Basantbagh opposite the old Palaces. On the left bank of the Nullah is the Chinarbagh

camping ground with mooring sites demarcated by the Visitors' Bureau, where many a happy visitor passes the summer days under the shady Chenar trees. Just where the Tsunti Kuhl approaches the river it is spanned by a bridge called Goa-Kadal, and below is another lock-gate, which together with the lock at Munshibagh guards against the Dal being inundated during the floods.

The Nullah Mar which provides an outlet for the superfluous waters of the Dal lake traverses the eastern portion of the city, and preserves a few stone bridges built during the Mohammedan rule in Kashmir—the Navid Kadal, the Saraf Kadal, the Kadi Kadal, the Kavadara Kadal, etc., indicative of the architecture of the times,—on its course down into the Anchar lake.

The Kuta Kul passes through the south-western portion of the city, cuts off a curve just below the Rajgarh Palaces, at Amar Niwas, and re-enters the Jhelum below the 6th bridge. When the river is in flood it serves as an outlet for the superfluous waters and in conjunction with the Sunri Kul, Dudhganga or Chasat Kul, the Spill channel, etc., helps in saving the city from the ruthless onslaughts of the inundations that are not uncommon. On the left bank of Kuta Kul is the Food Control Department and farther down below the Kani Kadal bridge is the big Carpet Factory of Mr. Hadow.

On the south-west the Dudhgang flows past the Government Silk Factory, and joins the main river

near the 7th bridge. On the right bank of the Spill channel are the extensive grounds of the Sir Amarsingh Technical Institute founded in the name of the revered father of the present Maharaja, in 1914, and adjacent to it are the Hazuribagh recreation grounds with the Civil and Military Club courts in it. The Club is being transferred to the Munshibagh grounds now.

Going down the river from the first or Amirakadal bridge the main city is seen flanking on either of its banks, most modern types mingling with the old mud-roofs, the seven bridges dividing the city into say seven wards. The Basantbagh opposite the Rajgarh or Government Secretariat has a handsome frontage composed of lime-stone slabs. The State Telegraph Office stands close by. A little below is the Hindu shrine of Sri Ganeshji at Ganpatyar, on the right, and farther down on the left is the mosque of Rishi Sahib. The second bridge, as all other bridges are, is an old type wooden bridge on piers. A little above the third on the left is the Government aided Church Mission High School with its striking motto of the paddle inscribed with "in all things be men". On the right a few hundreds of yards into the city is the Government High School at Dilawar Khan Bagh, the place where Baron Hugel was a State Guest during the time of the Sikhs, where Vigne and Henderson also stayed during the second quarter of the 19th century, and which was generally used as a camping ground and rest-house for visitors to Kashmir. Between third and fourth bridges are the Business Houses of

shawl-dealers, wood-carvers, curio-sellers, jewellers, etc. Down below the third bridge is the reputed mosque of Shah Hamdan; it is also the abode of the Hindu goddess, Sri Mahakaliji. The mosque is built of cedar with a golden ball on the top. Inside is a sacred *kunda* (spring) of the goddess. Opposite the Shah Hamdan is the Pathar Masjid, recently restored to worship by Mohammedans. It is a very fine building of polished lime stone, said to have been built by a woman. At present it contains the office of the Representative Muslim Association.

The Zaina Kadal or the fourth bridge was originally built by Zainulabdin in the 15th century. Close by is the oldest and most interesting ruin, the tomb of this king, known as Bad-Shah's tomb. It is surrounded by other tombs of the same family. The place has now been enclosed by the Government Archaeological Department. Saraf Kadal is a few minutes' walk to the east on the Nallah Mar, where there used to be the old Shawl Department and the Mint. The Maharaj Gunj Bazaar is the central mart and emporium of trade. The Jamia Masjid or the Cathedral mosque is some 15 minutes' walk from the bridge towards the north-east. It stands on the Srinagar-Ganderbal road. It is a very large four-sided building with an open square in the centre. The roof is supported by wooden pillars on single *deodars* standing on stone bases. There are several Chak tombs outside the mosque. The Kashmiris call it 'Bäd Mashid' or the Great Mosque. It was founded by Sultan Sikander

on the remains of a desecrated temple in 1388 A. D. In 1462 it was destroyed by fire, and Sultan Mohammad Shah reconstructed it in 1473. It was again burnt down by fire in 1665, and Aurangzeb got it rebuilt. In 1916 it was repaired and the Kashmir Government contributed handsomely towards the cost of its restoration. Recently it has been enclosed by an outer wall and a bath has also been constructed in it. Down below the 5th or Alikadal bridge is the mosque of the Tibetan Convert Princee, Rencin Shah. At Batyar is the sacred *ghat* of Sri Rishi Pir Pandit Padshah who lived in the 17th century during the time of Aurangzeb. He was a saint of a high order, and his shrine still exists with one foot of his sandal in it, where the faithful offers his "14 puntsu (equal to 5 pice) to have his wish fulfilled". Below Batyar is the mosque of the great Mohammedan Saint Bulbulshah, who is credited with the conversion of Rencin to Islam in the forties of the 14th century.

The Nawakadal or the 6th bridge is also on wooden piers. Just below on the left is the D. J. Zenana Hospital founded in memory of the Diamond Jubilee of Her Majesty Queen Victoria and opened in the year 1899. On the right is the temple of the Dars, and a few hundred feet inside is the home of the famed Sri Rupa Bhawaniji, a contemporary of Sri Rishi Pir Pandit Padshah, where one of her sacred wells is still preserved. A few minutes' walk therefrom is the beautiful, wide and grand plain of Idgah with a small Balti Serai in it. At its northern end is a fine

old wooden mosque called the Ali Masjid built in the time of Zainulabdin in 1470-71. A little above the 7th bridge or Safakadal is the Yarkandi Serai built at an enormous cost for the convenience of Central Asian traders. A bonded warehouse is being established here. Below the bridge is the sacred shrine of Sri Bhairavji at Chhatabal, and a little farther is the beautiful weir constructed in 1916 to conserve the water of the river during the winter months when it is very low.

The Dal or the City Lake—The Dal is one of the chief attractions of the city. It is always lovely. It is the abode of the famed lotus, and with the floating gardens interspersed it is very picturesque and delightful, especially in summer. The lake measures about 5 miles from north to south and 2 to $2\frac{1}{2}$ miles from west to east. In parts it is shallow. The Bod-Dal (big Dal) is deeper than the Lokut (small) Dal. It is fed by springs and mountain streams notably the Dachigam and the Arrah river. The visitor generally takes a boat at the Dal gate, the lock connecting the Dal with the Tsunti Kul at Drugjan, and gliding through the nullahs, the Gagribal (which is known for its light and warm water) and on *via* Kotarkhan (the Lake Pavilion of His Highness), the vast, transparent waters present an enchanting scene in the setting rays of the sun. The new Boulevard running from the Dal gate round the foot of the Shankaracharya Hill has added to the glory and loveliness already imparted to it by the historic gardens built by the succes-

sors of Akbar the Great. If the Boulevard is extended beyond the Palaces of his Highness to Nishat and Shalimar on the one side and the Naseem on the other, the lake will surpass the Italian Lakes so famed for their artistic beauty. The 'Gold' and 'Silver' islands at the two ends of the lake still remind of the recreation retreats of Zainulabdin; while the tradition has it that the two islands of Sona Lank and Rupa Lank are indicative of the rich yield of the lake which amounted to a *man* (one-and-a-half-seer) of gold and silver at two instalments of *Rabi* and *Kharif*, (the two half-yearly demand seasons).

The Naseem Bagh is situated on the western shore of the lake. A garden of delicious breezes, is stated to have once been planted with 1200 Chenars. Although the number of trees has practically dwindled the garden is still lovely and a favourite camping ground, now demarcated into sites by the Visitors' Bureau. On the northern flanks are the ruins of an old pleasure garden built by Saif Khan, Governor of Kashmir. The Telbal or Arrah river joins the lake in front of Naseem. This stream is noted for its delicious fish; the water is also cool, sweet and light for drinking purposes.

Below Naseem is the famous Ziarat of Hazrat-bal, or Dargah as the Kashmiris call it. It is a very favourite shrine where thousands wend their feet at every fair, to have a sight of the Prophet's hair preserved in the mosque.

Opposite Naseem are the historic gardens of Shalimar and Nishat, 'the garden of gladness'. Nishat is pleasant in the morning while Naseem is in the evening, and the poet has beautifully put it—“*Subah dar bage Nishato sham dor bage Nasim*”. These “abodes of love” bear an unchallengeable testimony to the extremely sumptuous taste of the Moghul Emperors for garden-making. The gardens are always open to visitors between sunrise and sunset, and on Sundays fountains also play. The reservoir lake and Trout Hatchery at Harwan are 3 miles from Shalimar. The Dachigam Rakh towers the reservoir. The Rakh is reserved for His Highness. The Nishat, Shalimar and Harwan are accessible by car from the city *via* Gupkar. There is also a pathway for pedestrians, from Rainawari.

Behind the Shalimar rises the mountain of sacred ‘Mahadeo’ (13,000) and Hindus make a yearly pilgrimage to one of its lower peaks on the full moon day of Sawan, the same day when the pilgrimage of Swami Amar Nath Ji takes place. The sacred spring of Guptganga is closed by Nishat, to which pilgrimage is made generally on Baisakhi (the New Year’s Day).

Coming to the city from Nishat, the ruined Pari Mahal or the Palace of Faeries, meets us standing on a spur. It was an observatory built by Prince Dara Shikoh for his tutor Akhun Malla Shah, whose tomb exists on the Hariparbat hill. The famous spring of Chashma Shahi (or the royal spring) is in

a corner beyond the south-east. This Moghul garden is not so large or so grand as that of Nishat or Shalimar. The water of the spring is very light, delicious and pure. A little beyond we come to Zithyar village or the *matha* of Jeshteshwari, from whom the village takes its name; and the sacred spring still exists a few hundreds of yards above the road. Further are the New Palaces at Gupkar, and here we descend into the Boulevard to enjoy the cool breeze of the evening wafted from the open waters of the Dal.

The road to Naseem starts from Dal gate (Drugjan) and passes *via* Rainawari, the eastern portion of the city. It is a motorable road 6 miles long. Ashebagh is a private camping ground on this road, $4\frac{1}{2}$ miles from the city. On the opposite side of the Ashebagh across the *Sadar Khun* (or Bod-Dal, the big Dal) is Nagin Bagh, which has of late developed into a favourite camping and mooring site and a summer resort usually for picnics. It is approachable by boat from the small bridge below Ashebagh, where cars generally stop; or people prefer taking their boats direct and moor them there during summer. Its growing importance as also of Nasim camping site has brought into existence a regular lorry service between the city and these places.

Rainawari is the gateway of the Dal. From here the pony road goes to Nishat taking from Naidyar bridge. Above Naidyar is the Shiah mosque at Hasanabad. The metalled road from Naseem to the city *via* Drugjan branches off at Naopora towards Suthoo.

and meets the general road at Barbarsbah on the Tsunti Kul Nullah. Here another branch takes off to Habba Kadal, and on the Suthoo-Habbakadal road are the Shitalnath grounds, the office of the Hindu Representative Association and the press and office of the daily "Martand".

The city of Srinagar extends on the north to Vicharnag, on the Srinagar-Ganderbal road, 4 miles from Amirakadal. Here is a Hindu shrine and a *kunda*, and above it is Zadibal containing the famous Shah mosque and ziarat.

SECTION 4.

The eastern or upper portion of the Kashmir Valley is narrower than the lower. It contains principal springs and the sources of the Jhelum, the magnificent ruins of Martand, Avantipur, Payir, etc., the beautiful valleys which the luxurious and ease-loving garden-makers converted into sumptuous gardens of lasting fame.

In the days when a motorable road did not run from Srinagar to Khanabal (Anantnag), journey by boat up and down the river was usually undertaken and it was an interesting sojourn. The traveller now prefers motoring the distance of 34 miles from Srinagar to Anantnag, and if some landscape lover prefers the river journey it is usually done down the river taking the boat at Khanabal, or down Srinagar to Ganderbal in the Sindh valley, (about 20 miles by boat).

The motor takes about an hour and a half to reach Anantnag, and the road followed is the Srinagar-Bahahal-Jammu road (*vide Chapter IV*). Pandrethan, about 4 miles above Srinagar, is the old capital of Kashmir. Here is an interesting temple of archaeological interest, an excellent example of Kashmir architecture. Higher up at Pandchuk are the remains of a stone bridge of the Moghul times. At Pandchuk, road branches off to Khunmuh Shikargah, 16 miles from Srinagar. Beyond, commence the *karewas* (table-lands) chiefly devoted to cultivation of saffron, extending from mile 7 to mile 14 on the Srinagar-Anantnag road. To the north-east of Pampur is the village of Woyan, noted for its mineral springs. The sacred shrine of Sri Jawalamukhi is on the spur of a hill in Khrew, some 14 miles from Srinagar, the road to which takes off from Sempur at mile 6. It is a motorable road, though *kachi*. In Ludov village are the ruins of a Hindu temple resembling that at Pandrethan. But at Payir (Payech), 6 miles from Kakapur (on the road which branches off from Panipur towards the right), is one of the most picturesque temples indicative of old Hindu architecture. Avantipur, on the road, is the town built by one of the greatest kings of Kashmir, Avantivarman (855-833 A.D.), and still contains two old temples enclosed by the Government Archaeological Department. Above Avantipur opens the valley of Tral, where good shooting is provided. Bijbehara is an ancient town of great fame. It is said to have once

been the seat of great learning and contained a University, 'Vidya Vihara'. From here is an alternative route to Swami Amarnathji Cave, which joins the Anantnag-Amarnath route at Pahalgam. Khanabal is the boat terminus. A little above, is His Highness' Dak Bungalow, and in front of it the road brauches off to Jammu. Two miles above Khanabal is the famous abode of springs, the town of Anantnag. To Mussalmans the town is known as Islambad. It is "built round the foot of a conical hill on whose sides are beach marks showing the level of the lake which formerly covered the valley, and from the foot of the hill issue numerous springs chief of which is the Anantnag", from which the town takes its name. The spring is sacred to the Hindus. A Municipality should have been established here. The town is noted for embroidery work of the type of *Irma*, and *gabba*s and wooden toys are the chief product.

Anantnag is the base for expeditions to the famous places of Achabal, Martand, Pahalgam, Bawan, Verinag, etc. Anantnag to Verinag, 16 miles. At Verinag is the famous spring which rises at the foot of the Banabal, flows into the fine octagonal stone tank built by Emperor Jehangir, and the pleasure garden laid out here is attributed to Nur Jehan. The spring forms one of the sources of Jhelum; flowing out into the Sandrin river, joining Bringhi in its course, enters Jhelum a little above Khanabal. Kokarnag is 6 miles from Verinag. Here is a fresh water spring, and a camping ground.

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yet undemarcated. Vithavatr close to the village of Batgund, is the principal source of the river Jhelum. From Verinag the pony road to Achabal is 12 miles; but generally the motor road from Anantnag is preferred—Anantnag-Thajiwara-Achabal-Khundru road. The old pleasure garden at Achabal is Emperor Jehangir's creation. In the words of Knight, "How sweetly indeed do the fonts of the valley fall and their number and beauty as well as the purity of the clear crystal streams which they pour over the length and breadth of the land, it is which forms one of its chief and pleasantest features and has no doubt mainly contributed to the reputation of Kashmir as a terrestrial paradise." At Achabal also is a trout hatchery. It is 7 miles from Anantnag, and Khundru about $1\frac{1}{2}$ miles beyond it. At Khundru is now the Military Summer camping ground and a training camp. Bawan is an easy march of $4\frac{1}{2}$ miles from Anantnag. This village contains a very sacred and magnificent spring dedicated to God Vishnu, and on the banks of the stream formed by the waters issuing from this large tank, the Hindus offer their rice balls to the dead during the intercalary months. Beyond Bawan are the caves of Bhumju carved out of the solid rock. Two miles from Bawan on the south-east are the famous ruins of Martand, the famous temple built by the great king Lalitaditya in the 8th century A. D. It is of the same architecture as other temples in Kashmir. The Ziarat of Babam Rishi is just above Bawan.



KOLOHOI OR THE DOUBLE CONE—LIDDAR VALLEY.



SECTION 5.

The Liddar is one of the fine valleys of Kashmir, The Liddar noted for its superfine scenery, interspersed with grassy *margs*, (small valleys on elevation) where the sun may be said to emerge in its full splendour out of the rocky bed beyond the vestige of human habitation. The great Kolohoi (17839 ft.) with its double cone rises in all grandeur in the back of the valley. Although the valley is connected with the Sind Valley, few visitors have thought of crossing into the latter by this route. The Liddar valley is best known for its camping ground of Pahalgam, 59 miles from Srinagar. The sacred cave of Swami Amarnathji (16803 feet) is the famous pilgrimage of the Hindus and lends superb charm by its towering grandeur.

The road from Srinagar to Pahalgam is motorable. Pahalgam is demarcated into sites for which rent is charged from the occupant (*vide* Chapter III *infra*). During the season, a Tehsildar, a Police *Thana*, a Supply and Transport contractor, and a bazaar are located here. The Swami Amarnathji Cave is some 28 miles from Pahalgam, and the route generally followed is *via* Shishramnag.

Pahalgam itself is reached *via* Aishmukam, a fine village and a lovely resort as its name signifies. Here is a Mohammedan ziarat of Zainuddin, originally Janak Rishi. The road from Pahalgam and onwards has been widened by the Government of Kashmir, and,

for the convenience of visitors, shelter huts have been constructed at different stages, and at Aishmukam is the first such hut. At Ganeshpura, $2\frac{1}{2}$ miles from Aishmukam, are the Head Works of the Martand canal, which has proved a very useful source of irrigation in the south-eastern part of the valley. The Government appoints contractors every year at the time of the pilgrimage, and the Tehsildar issues *nirkhnama* (price list of articles of use). The pilgrimage is accompanied by several officers of the Government, including the Tehsildar, and the Dharmarth (religious) officers.

The Liddar valley is noted for several other places worth seeing. Their description is best given when they are personally visited, and need no introduction. It is not true of the Liddar Valley alone, but of all places in Kashmir. The source of the Liddar river, from which the valley takes its name, is at Ganj, 22 miles from Pahalgam via Liddarwat, a favourite resort of visitors.

SECTION 6.

Shopian in Tehsil Kulgam is 33 miles to the south-east of Srinagar. The road generally followed is the motorable road, Srinagar-Pampur-Pulwama-Shopian. The Rambagh-Natipura route is a pony road. Shopian is the base for several trips. The famous Ahrabal Falls are some 8 miles from here. About 20 miles to the south-west is Vishanpad or Konsarnag lake, one of the largest mountain lakes of Kashmir, the source of the Veshau River. Round about are a number of lakes

worth seeing. Between Konsarnag and Ahralal is a fine camping ground of Kongwattan. The Vishnupada is a very beautiful lake, whose contour resembles a *pada* or foot. The legend is that God Vishu in his incarnation of the Dwarf (Vamana) placed his head on Bali and sent him to *Fálála*, (underground). The sacred place of Digam is on the left bank of the Rambiarra river. The 12th day of Sawan is dedicated to the memory of the deceased children here. Hirapur, 8 miles from Shopian on the Pir Panjal route is a place of historical interest.

SECTION 7.

The Badgam Tehsil in Kashmir on the south is known for the famous Ziarat of Chirar-i-Sharif, the mosque of Sheikh Nurdin, alias Nand Rishi. Nilnag, (Gogjipathr) Toshamaidan, Poshkar, Sukhnag, Dudhapathr, Khag, etc. are places of interest. For distances and routes refer to Chapter IV. Tosamaidan is also visited from Gulmarg.

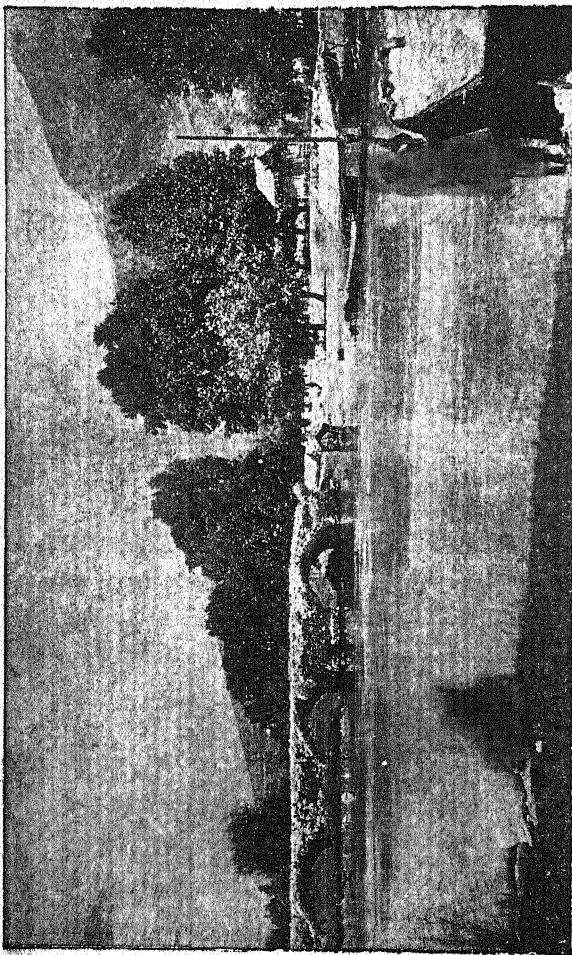
SECTION 8.

Outside Srinagar, the most favourite resort except the camping grounds of Pahlgam, Sonamarg, etc., is the Sanitarium of Gulmarg, 28 miles from Srinagar to the south, in the Pir Panjal Range. The motor road runs up to Tangmarg, whence 4 miles of good pony road take one to Gulmarg. At Tangmarg is also a good camping ground. But the more social, expeditions, or lovers of the wild grand mountain scenery, prefer staying at

Gulmarg, and from here undertake expeditions to places of interest round about. At Tangmarg are garages which are let out on hire by the day, month or season. Those who do not go on foot, will find horses saddled and Dandis ready for a silver piece. Gulmarg is a very busy centre during the summer season which extends from May to October. Nedou's hotel, boarding establishments, *dharamsalas*, restaurants, are to be found here. The bazaar and the shops provide all the necessities of life. Visitors generally prefer staying in huts, as tent life is not much in vogue. 'A', 'B' or 'C' class huts are rented out by the season. Rates vary according to furniture accommodation, nearness to bazaar, Club or Hotel. Rents range from Rs. 300 to Rs. 1000 for a season, sometimes more. Agencies undertake full arrangements for accommodation, provisions, etc., according to the requisitions of an intending customer. The European Club is the centre of social rounds. Here is one of the best golf links, and players from distant parts come to enjoy golfing. During the season the Revenue Tehsildar, the Police *thana*, the Visitors' Bureau, the Observatory, the Transport contractor, are to be found here, all for the convenience of the Visitors.

Excursions from Gulmarg are generally undertaken towards Khilanmarg (2000 ft. above Gulmarg which is itself about 8500 ft. above sea-level), Apharwat (14,500 ft.), the Ferozepur Nullah, the Ahlapathar, the Gagrimarg with its lakelets, the





GANDERBAL OR THE ENTRANCE TO THE SIND VALLEY.

Toshamaidan one of the finest valleys with grand and wild scenery, Khag, the Banibali Nag, etc. etc

SECTION 9.

To the North is the Sindh Valley. It is broader than the Liddar, has a ragged beauty of its own, and set off by high mountain ranges, is more attractive and charming. The Central Asian trade route passes through it. There are many beautiful camping grounds, at Ganderbal, Vailu, Kangan and Sonamarg, some of which have been demarcated into sites by the Visitors' Bureau. Sonamarg and Ganderbal are its two limits. Beyond is the province of Ladakh across the Zojila Pass.

At Bihama, one mile this side of Ganderbal, the road branches off towards Dudarhama and on to the famous sacred spring and shrine of Sri Khir Bhawani-ji, 16 miles from Srinagar. The sacred lake of Gangabal, with its smaller host, lies on the slopes of the great and sacred Harmukh, the home of God Shiva. Kashmir Hindus consign the ashes of their dead in the holy waters of this lake. The Sindh valley has a number of camping grounds where the visitor may pass the best part of the season. Here is famous Mohand Marg, the abode of Sir Aurel Stein where he wrote out his researches and travels far away from the humdrum of life, where Hatims' Tales immortalised the 'Tilwon' (oil-vendor). The trout waters of the Sindh, and Wangat, the interesting ruins at the latter, are an attraction to the visitor. During winter

the paths are generally closed and it is only during the summer that the Trade route is open to Ladakh.

SECTION 10.

The Lolab Valley in the north is a miniature of Kashmir. There are few more charming spots in the Valley than Lolab. Set off by the grand forest ranges, enclosed by mountains covered with cedar and pine, it is cut off from Kashmir and forms a small valley of 14 to 15 miles long and 3 to 4 miles broad. The valley is in the Handwara Tehsil. It is reached from Sringar via Sopore. Beyond Sopore the road though unmetalled is also motorable. It has motorable roads leading to almost every part of the forest. There are forest huts on the road, which can be used with previous permission

As the valley is hemmed in and is not so elevated, it is hot during mid-summer like Srinagar. July and August are not so very pleasant. Lolab is known for the 'Lolab fowl' which is pretty as also sweet and delicious. Tregam is reached *via* Kupwara on the Sopore-Lolab road, and is a beautiful camping place. Here is a Hindu shrine.

SECTION 11.

As stated in the earlier section, the river journey is much preferred while going down from Srinagar. Ganderbal with its mooring sites, Shadipur, Sumbal, etc. are fine camping places. Shalteng, 5 miles from Srinagar, is a beautiful camping ground, and can be used with previous permission. Shadipur is on the

left bank of the river. Prayag is the conjunction of the Sindh with Jhelum, (14 miles from Srinagar by boat), and the place is marked by a medium sized chenar encircled by a concrete base. Here is the Naranbagh camping ground. Up the Sindh runs the river-route to Ganderbal and Sri Khirbhawaniji. Down below Shadipur is another camping resort—Sumbal. Half a mile above Sumbal is situated the village of Vasakur, noted for the sacred well and shrine of Sri Rupa Bhawaniji. Below Sumbal is the entrance to the beautiful Mansbal lake which lies at the foot of the Ah-teung hill (6274 ft.). On the left of the lake are the ruins of an old Moghul garden, the Darogha Bagh. The lake is pretty and always clear. It is a small lake of about 2 miles in diameter. On the right is the village of Kundabal, which contains many lime-kilns. The shores of Mansbal provide good camping grounds. At the other end is the cave of a fakir, which may be visited. Behind the lake is the Safapur peak, a trigonometrical station. Sumbal provides good fishing.

The Jhelum before it enters the great Wulur lake, forms the marshy plain of Banyari, the one end of the lake. Here is an excellent run for fish, for Mahseer has its home round about Wulur—Ningle and Sopore. Leaving the Wulur at Ningle, the Jhelum pushes on through Sopore to Baramulla, beyond which it narrows down and becomes unnavigable. Sopore, or Suyyapur, is the town founded by the great Kashmiri Engineer, Suyya.

The Wular is the biggest lake in Kashmir. When the water is high it measures over 15 miles in length. It is deep towards the hill of Baba Shukrdin, which contains the ziarat of the saint of that name. The small island is the remnant of the town founded by King Zainulabdin. Here is stated to have once been the Sandhimatnagar, (2000 B.C.) which was destroyed by an earthquake. The lake is generally crossed in the morning, for as the day advances, it becomes dreadful due to wind and tides.

On the other end is Bandapur, the starting point for Gilgit. A motorable road has recently been constructed from Srinagar to Bandipur. Formerly it was accessible by river alone, and the Wular had to be crossed. Watlab, Zirimanz and Keunas are the favourite sites; but in stormy weather neither is safe for mooring the boats. Gurez, 60 miles from Bandipur, lies on the Srinagar-Gilgit road. It is a sub-division of Handwara Tahsil. The Madmati, the Erin, the Kishenganga and the Burdwan (Gurez) provide good trout fishing.

Beyond Bandapur is Alusa, wherefrom goes a route to Lolab and Nagmarg. The latter is a beautiful camping station much liked by visitors.

SECTION 12.

The frontier districts of Gilgit and Ladakh form the Trans-Kashmir provinces of the territories of the Maharaja. Ladakh is vast country with an area 60 thousand square miles. While Maharaja Gulab Singh

was the ruler of Jammu he conquered Ladakh, and by the treaty of S. 1899 (2nd Assuj) relations between Tibet (Lhassa) and Kashmir were defined for ever. The great chain of mountains, with peaks rising to over 25000 ft. high, have cut off Ladakh from Kashmir and the two parts are quite different from one another. As soon as Zoji-la is crossed the difference becomes marked, and over the high mountains lies the narrow path. The route is described in Chapter IV. Buddhism is the chief religion, except where Mohammedanism has its followers, say in Baltistan. In Ladakh the queue or the pig-tail is common. The monasteries are the abode of the Buddhist. His chortens, prayer-wheels, connect him with the Llamite world beyond. The monastery of Hemis is the wonder of Ladakh. The expansive salt lakes of Tsomoriri, Pangong and Rupshu are very delightful. Leh is the capital, and the chief centre of trade. The glaciers of Siachen, Baltoro, with others of the same stock are always a dreadful warning to distant Indian plains through which the Indus passes. Four years ago, the Shyok glacier was about to burst, but there was a providential intercession. The high valleys provide good sport, and from the sportsman's point of view Changchenmo is the most interesting. Leh has been the base for distant scientific expeditions. Visitors cannot cross to Central Asia without the permission of the Government of India. Skardu is one of the Tahsils of Ladakh. The precious aquamarine is to be found here (at Dasu).

SECTION 13.

Gilgit before its transfer to Maharaja Gulab Singh by the Treaty of Amritsar in 1846 was held by the Sikhs, under Nathe Shah the commander. At present the Settled districts are under a Wazir Wazarat, while the unsettled (or the Gilgit Agency) under the Political Agent. No one is allowed to cross into Chilas or other districts of Hunza, Nagar, Punial, etc. without the permission of the Political Agent. Gilgit is Mohammedanised.

Gilgit is the strategic point in the physical and political geography of not only Kashmir but India. It is where the three empires of China, Russia and Great Britain meet. There is no Police; Scouts and Levies, perhaps, perform the functions. For sport in Gilgit refer to Chapter III. The route is described in Chapter IV. There are rest-houses on this road as on the Ladakh road, in which a traveller finds shelter on nominal payment. Bandapur is the base for Gilgit expedition. Here is the office of the Supply and Transport Officer, and the Commissariat depot. Visitors in case they have not previously arranged for sufficient transport, should refer to the contractors at Bandipur appointed by the Government of Kashmir giving them sufficient notice beforehand.

SECTION 14.

The Srinagar-Baramulla road or the J. V. Road, has not so much of interest as the Srinagar-Anantnag road, as it does not lead to any picturesque valley

like the Liddar. Eight miles below Srinagar the road branches off to Gulmarg. Pattan is the town built by Raja Shankarvarman on the ruins of Parihaspura, the capital city of King Lalitaditya. The ruins of the ancient temple are still visible. A few miles above Baramulla is Kanispur, or the city founded by King Kanishka, when Kashmir was ruled by Turushka kings. Baramulla, Varahmula, lies on either side of the Jhelum. The Koti-Tirtha on the right, and the Jambab Sahib's mosque and Devibal on the left, are the Sikh, Hindu and Mohammedan places of worship. Two miles from here are the sacred springs of Ramkund and Sitakund. The pony road from Baramulla to Gulmarg, sometimes preferred by visitors, has been described in Chapter IV. Before Rampur is reached the temple at Buniar is seen on the left; and below Tampur is the Electric Generating Station at Mohra. The capacity of the plant actually installed in the power House is 4,000 K. V. A. The Head Work is situated near Buniar and the total length of the flume down to forebay is about $6\frac{1}{2}$ miles. Buniar itself is a very fine place and visitors encamp here frequently. At Uri the road goes to Poonch via Nambla. It is a good pony road, very picturesque and fine.

Muzaffarabad (112 miles from Srinagar) which is reached by crossing the Domel bridge, is the base for expeditions to, as also trading centre for, Karnah, Titwal, Sharda, etc. Here is a Sikh Gurudwara of importance.

At Sharda is a famous shrine of the Hindus. The road from Muzaffarabad is all hilly. It is also reached from Sopore *via* Tregam, and pilgrims from Kashmir generally use this road, as it is motorable beyond Tregam and only very little distance has to be traversed by a pony road. For journey beyond Tregam, necessary transport and supply arrangements should be made beforehand. In the way the Kishengunga river has to be crossed by a suspension bridge at Dudanyal. The distance from Sopore to Shardaji *via* Kupwara is 55 miles (*vide* Chapter IV).

CHAPTER III.

As stated in an earlier Chapter, the Government of Kashmir has provided necessary facilities for the convenience of visitors to Kashmir. On the two cart roads leading to the Valley, the one from the railhead at Rawalpindi and the other from the Railway terminus at Jammu, Dak Bungalows and Rest-rouses, with catering arrangements have been constructed at convenient stations, where a traveller can pass the night in perfect ease and comfort. On the distant hilly roads leading from the Valley to Gilgit and Ladakh, where the inaccessible heights of the snow-capped mountains coupled with the action of wind and weather, make ordinary travel a problem of deep concern, the Government has provided rest-houses with chowkidars in charge thereof; and the wearied traveller is offered a shelter which is most eagerly wished for after the day's toilsome march. To add to his comfort, the Government has provided necessary facilities in these distant climes, and for nominal payment the visitor or the sportsman is assured supplies, coolies, baggage animals, etc. Contractors are also appointed for transport and supplies at out of place stations and health resorts, and rate lists of articles of food, etc. are published and posted at Tahsil Headquarters, camping stations, etc.

In the city of Srinagar and outside, particularly at places where a visitor may have to encamp during his brief sojourn, the Government has not been unmindful of his convenience, and it is solely for

his sake that a special Department has been created, known as Visitors' Bureau, under a Director with his Head Office close to the Residency and the General Post Office at Srinagar. Besides supplying the visitor with general information regarding places of interest, accommodation in camping grounds or at mooring ghats, sports, etc. the Department registers servants such as bearers, Hanjis, menials, etc., which eliminates a type that not uncommonly proves a source of great nuisance. Further, if a visitor has a dispute with a local tradesman, he can refer to the Director, Visitors' Bureau, who in accordance with rules and regulations of the State and by virtue of the Magisterial powers vested in him does his best to settle up matters speedily. The visitor is however, required to abide by laws and rules of the Government so that the bitterness which is not unoften the result of riding roughshod over them, may be avoided.

As thousands of visitors come to Kashmir, and business relations not unoften give rise to complaints from and against local men or visitors of different nationalities, civil suits against all classes of persons are tried by the Kashmir State Courts. In criminal cases the Residency courts exercise jurisdiction over

- (i) Europeans, whether British subjects or otherwise;
- (ii) Americans and Japanese; and
- (iii) British subjects accused of having committed offences conjointly with European British subjects.

Owing to the increasing number of visitors every year house accommodation in and outside Srinagar, and accommodation in hotels, boarding Houses, etc., can by no means be sufficient, and it is, therefore, that majority of them prefers staying in House Boats on the main river, nallahs, or the Dal, or in tents at Camping grounds. The Visitors' Bureau has allotted specified areas, demarcated them into sites, and also reserved mooring ghats for boats both in the city of Srinagar and outside on payment of rent subject to rules and regulations governing them. Mooring sites are of an average length of 50 to 60 yards, and are marked by numbered posts. A camping site is generally 110'x75 and is similarly demarcated. The Chinarbagh camping ground on the Tsunti kuhl Nullah is the only ground within the city demarcated for public use. In the Valley outside the following camping grounds have been allotted for visitors:—

No.	Name of Station where camping ground is	Distance from Srinagar	Monthly rate of rent
1.	Gulmarg	28 miles	Rs. 8
2.	Ganderbal	13 „	Rs. 8
3.	Pahalgam	59 „	Rs. 8
4.	Achhabal	40 „	Rs. 8
5.	Shadipur (Naranbagh)	12 „	Rs. 6
6.	Sonamarg	51½ „	Rs. 6
7.	Nasimbagh	7 „	Rs. 6

Note.—Visitors are, however, required to note that no tents are to be pitched within the Municipal limits of Srinagar without the previous permission of the Municipal Committee.

Within Srinagar Municipal limits mooring ghats have been demarcated into 'A', Mooring sites. 'B', and 'C' class sites: they are as under:—

'A' Class ghats Rs. 12 per month

1. From Pestonji's shop to Ram Munshi Bagh—right bank of the river Jhelum.

'B' Class ghats Rs. 8 per month.

1. Amira Kadal to Ram Munshibagh—left bank of the river.

2. Munshi Bagh Guage to Dal Gate (Drugjan).

3. Dal Gate to Gagribal (in front of the Boulevard).

4. Amira Kadal to Pestonji's—right bank.

5. Dal Gate to Barbarshah (Dal Nalla or Tsunti Kuhl Nallah).

'C' Class ghats Rs. 6 per month.

1. Ram Munshi Bagh to Quarry (Lasjan Match Factory) up the river.

2. Barbarshah Bridge to River Jhelum.

Outside the Municipal limits of Srinagar mooring sites at following places have been provided.—

1. Nasimbagh Rs. 6 per month.
2. Ganderbal Rs. 5 per month.
3. Shadipur Rs. 5 per month.

Sites at Shalteng are also being demarcated and will be thrown open to the public in due course.

At present the mooring sites within the municipal limits of Srinagar are under the control of the Municipality and an application should be made to the President, Municipal Committee, Srinagar, beforehand to enable a particular site being reserved. But both mooring and camping sites without the Srinagar Municipal limits are under the control of the Director, Visitors' Bureau, and application may be made to him in respect of any site required.

Electric lighting for a boat or bungalow occupied by a visitor, if not already fitted up, may be obtained from the State Electrical Department situated at Gao-Kadal bridge, Basantbagh, on the Tsunti Kuhl Nallah. For the proper upkeep of the boat, for wages of boatmen, etc., a set of rules has been sanctioned by the Government which can be had from the Visitors' Bureau. It has further been arranged in the interest of visitors that the boats to be let on hire be jointly inspected and classified by the President Municipal Committee, Srinagar, and the Director of Visitors' Bureau, before the commencement of each season, and then licensed provided all the defects noticed have been removed, and the boat is in perfect order, is healthy, is properly furnished

and provided with requisite crockery and cutlery. For rates of boats see Chapter V.

Visitors will note it with satisfaction that no bridge tolls are levied throughout the dominions of His Highness the Maharaja. At Kohalla, however, bridge toll is realised jointly by the Punjab and Kashmir Governments. Road toll is realised at Domel on J. V. Road and Ramban on B. C. Road, at sanctioned rates. (*Vide* Chapter V).

Customs duty is charged on all goods imported into the State territories but exemption is made in case of postal parcels and personal[§] luggage subject to conditions and restrictions laid down in the Kashmir Visitors Rules. Importation of beef or any preparation thereof into the State territories is strictly prohibited. Liquors are not permitted without payment of Customs duty. An open bottle of wine, half a pint of spirit and small quantities of perfumed spirit for *bona fide* personal use are however, allowed free of duty.

The personal luggage of visitors is not subjected to examination at customs Posts†; they are required to give a declaration only.

§ Personal luggage covers all articles in reasonable quantities usually carried for personal use, whether such articles are sent ahead or arrive simultaneously with the owner or subsequently through the carrying agencies.

Personal luggage also includes 2 guns, 2 rifles 500 cartridges and one pistol or revolver imported for personal use.

† On J. V. Road, at Kohalla and Domel; on Abbottabad Road, at Ramkot; on Wazirabad-Jammu Road, at Suchetgarh and Jammu (Tawi); on Banahal Road, at Ramban.

The Government Mail Motor Service besides carrying the mails, undertakes booking of seats in Mail cars and Lorries for passengers travelling between Srinagar and Rawalpindi, or any intermediate station on this road. In addition, there are several registered Motor and Lorry Companies, plying conveyances on both the Cart roads and a visitor would be well advised to book his seat with a reliable one. A list of such Companies is given in Chapter V. As rates vary from time to time it is not possible to have a fixed schedule of rates. Some of the Companies maintain railway out-agencies, and as such railway parcels intended for places in British India and *vice versa* can be sent through them. Some of the Companies have arranged regular lorry service between Srinagar, Sialkot, Wazirabad and Lahore, and suburbs of Srinagar as well. Their rates are fixed, and lorries start at given time and passengers have not to waste time as is often the case with other lorry companies where a passenger has to wait long hours from morn till late in afternoon before he can hope to get a start.

SECTION 2.

Sport is one of the main attractions to Kashmir. The country provides good hunting grounds, shooting preserves, large and varied animal kingdom; and facilities of communication, availability of supplies, and expert guides (Shikaries) have added to the growing number of sportsmen visiting distant corners of the country. For the convenience of these

'expeditionists', the Kashmir Government has created a separate department under a special officer, known as Game Warden, who subject to rules and regulations issues licenses on payment of prescribed fees. His office is situated at Sheikhabagh (Forest Department buildings) on the main Amira Kadal road, Srinagar, and all applications for licenses should be addressed to him.

The total area of game reserves in Kashmir Province including frontiers is over 2500 square miles. The country abounds in game of all kinds. Here are to be found the much famed Ovis ammon (ovis Hodgsoni), sharpu (ovis Vignei), Burhel (ovis Nahura), markhor, bear, wolf, ibex, serow, pigs, otters, gooral, stag, Tibetan Gazelle, Tibetan antelope, yak, kyang, Tehr, snow-leopard, etc. etc. The lakes of Kashmir are best known for duck and snipe shooting. Several Game and Fish sanctuaries and reserves are maintained in Kashmir. There are no sanctuaries in Jammu but a few game reserves only. Shooting in Jammu province, except in Kishtwar Tehsil, is not permitted without a special pass from the Government. Game and fish rules issued by the Game Department of the State apply to Kashmir, Astore, Ladakh, Skardu, Kargil and Kishtwar Tehsils.

Sportsmen are forbidden to enter or shoot in any Game Sanctuaries or Reserves without a special permit. Following are the sanctuaries and Reserves in Kashmir, Kishtwar and Ladakh:—

1. Ajas Nullah and Jil in Bandapur.
2. The Gumber Nullah in Wardwan.
3. The Rajpuran and Bawa basins in Deusoo Nullah.
4. Pandrethan basin.
5. Sankaracharya Hill.
6. Askor in the Rondu Illaqa.
7. The Khushmul and Yimu basins in Baltistan.
8. Sumjan and Sapphire mines nullah in Kishtwar.
9. Pond near Sri Gauri Shankerji in Kishtwar.
10. Gangabal lakes (Fish sanctuaries).

Reserves.

1. Kulgam 2. Acchabal 3. Haigam 4. Pampur and adjoining jhils 5. Dachigam 6. Bren and Nishatbagh basins 7. Chashmashahi 8. Khunmuh basin 9. Khrew 10. Khul 11. Chatturgul 12. Wangat 13. Dara basin 14. Tral and Owra Rakhs 15. Hokarsir 16. Mirgund 17. Anchar lake 18. Astore and Gilgit reserved areas 19. Baltistan reserved area 20. Changchenmo in Ladakh District 21. Ladakh Sharpu and ovis ammon blocks.

Big and small game licenses are issued as under

A. (i) Big game licenses Rs. 125.

Valid from 15th March to 15th November; and permits to shoot

Markhor of any variety	2	Tibetan gazelle	1
Ibex (2 in Ladakh)	3	Kashmir stags	2
Ovis Ammon	2	Serow	1
Ovis Vignei (sharpu)	2	Brown bear	2
Ovis Nahura (Burhel)	4	Tehr	4
Tibetan antelope	2	Goral	4

(ii) Also small game up to November 15th; and pigs, black bears and leopards without limit.

B. License of Rs. 40 permits killing black bears, leopards and pigs from 15th March to 15th November.

C. License of Rs. 75 permits killing small game from 16th November to 14th March; also

Markhor	2	Kashmir stag	1
Ibex	2	Serow	1
Sharpu	2	Tehr	3
Burhel	3	Brown bear	2
Tibetan antelope	3	Goral	3
Tibetan Gazelle	1		

(ii) and pigs, black bears, leopards, without limit.

D. License of Rs. 20 for Ladakh, Astore and Guras, valid from 16th November to 14th March permits shooting.

Ibex	2	In Balistan and Lowor Ladakh i.e.	
Sharpu	2	below Khalsi.	
Burhel	2	In upper Ladakh i.e. above Khalsi	
Sharpu	2	on the Indus.	
Sharpu	4	In Astore and Bunj.	

Ibex }
 Brown bear 1 } In Gurais Valley.
 Black bear 2 }

(ii) And small game as laid down in License E below.

Note.—Licenses C and D cannot be held at the same time.

E. (a)—License of Rs. 50 entitles shooting pheasants, chikor and partridges from 1st October to end of February.

(ii) Also geese, ducks, teal, from 16th September to 14th April; and

(iii) Snipe from 1st September to 31st March.

Note.—The periods not covered above are breeding seasons of these birds.

E. (b)—Rs. 30 license limits the privilege mentioned in E (a) for two months only from the date of license.

F. Special license of Rs. 50, to be repeated in case of musk deer only entitles killing of one musk deer. Holder of license of Rs. 125 or Rs. 75 is entitled to kill one specimen extra of any one of the animals laid down in the license except markhor, ovis ammon and goa.

Note I.—Sportsmen killing animals more than those permitted by the license should take out a Rs. 50 'F' license for each animal so killed.

Note II.—More than one license A to E not permitted.

Note III.—Quail shooting is free to all.

Note IV.—For licenses once taken out no refund is permissible.

Exchange only permitted in case of

- (i) Rs. 40 license, which may be replaced by Rs. 125 license on payment of difference, provided it is not used;
- (ii) Rs. 50 license (E-a) which may be exchanged for Rs. 125 or Rs. 75 license on payment of difference;
- (iii) Rs. 30 license (E-b) by Rs. 50 license (E-a) on payment of difference.

Note V. (i) Shooting, killing or catching of yak is prohibited.

- (ii) Shooting, killing or catching of ibex in Kashmir valley is forbidden;
- (iii) Killing of serow between Chashma Shahi and Dachigam Rakh in Srinagar is prohibited;
- (iv) Killing of brown bears is prohibited in Kajnag, Sind, Tral, Lidder, Nowbug and Bringhi;
- (v) Killing of monkeys is forbidden;
- (vi) Killing of herons is forbidden except in places necessary for protection of young trout.

II. The Astore (Gilgit Agency) shooting season is divided as under

- (i) 15th April to 14th July.
- (ii) 15th July to 15th October.

Shooting season of small game in Astore District extends from 1st September to end February.

Sportsmen must take with them all necessary transport and supplies while in Astore District. Ladies are prohibited to accompany them beyond the Kamri and Burzil Passes.

The six Nullahs open for shooting for the present are (1) Khaltar (2) Dashkut (3) Mushkin (4) Abadibar (5) Burmai (6) Mayadas.

All others are closed. This list is subject to change annually.

III. Kajnag and Kafir Kund (*viz.* the range of mountains from Baramulla to Domel on J. V. Road) shooting season is divided as under

- (i) 15th April to 14th July.
- (ii) 15th July to 15th October.

The six nullahs open for the present are

- (1) The Limber Nullah with the exception of Gretnar and Bhimiar branches;
- (2) Goojur;
- (3) Maidan;
- (4) Islamabad;
- (5) the Domel and Ruperday beat in Kathai;
- (6) the left hand beat in Mozi.

In the Shemshibiri range, Gabdoori and Kuniriwal Nullahs.

Note:—Six guns permitted during each period.

IV. Ladakh shooting season

- (i) 15th April to 14th July.
- (ii) 15th July to 15th October.

Note 1:—Permits for (i) in II, III, IV are granted by priority of application on arrival in Kashmir; for period (ii) in order of receipt of application.

Note 2:—Sportsmen are expressly forbidden to cross the Chinese frontier or Tibet without special permission of the Government of India.

Note 3:—Sportsmen permitted to shoot in Changchemo should apply to British Joint Commissioner, Ladakh, for special permit to obtain transport for crossing the Marsemin La.

The following blocks for shooting are provided, and seasonally a number of them is allotted for sportsmen.

OVIS AMMON.

1. The tributaries of the Indus from Dumchok to Koyul.
2. The watershed of the Koyul river as far as its junction with the Indus, below this all tributaries of the Indus as far as the big bend of the river at Dungti.
3. The Hanle river basin as far as south of Hanle Monastery.
4. The Hanle river basin south of (3) above.
5. The tributarics of the Indus between the Hanle river and the Puga river.
6. The country lying between 3 and 4 on the east, 5 on the north, and 6 on the west.
7. The basin of the Salt lake and tributaries of the Indus between (and including) the Puga river as far as the water of the Tiri Foo.
8. The basin of the Tsomoriri lakes and the Phirsi Nullah.

9. The Tiri Foo and the country lying to the north bounded by the Indus on the north and east, and the Leh-Kulu road on the west and the watershed of Tsokr Chamo plain on the south.

10. The watershed of the Zara and Rukchen rivers.

11. The watershed of the Marka river.

12. The Kharnak Nullah.

13. The triangular area lying between Choosbal on the north, the Frontier on the east, the watershed of the Choosbal river and Chamatnang Foo on the west and the Indus on the south from Chamatnang to Dungti.

14. The catchment area of the Pangong lake to the north and west of 13 and 14 and the Tangse river basin.

15. The Changchenmo.

SHARPU.

1. The Ingu and Chimre Nullahs.
2. Nang and Sabu.
3. Phyang and Tara.
4. Umla and Nimo.
5. Bazgo and Myel.
6. Likir and Suspal and Waleh Drokpa.
7. Hemis-shupka, Nurla and Khalsi.
8. Damkar to Hanu.
9. Hemiskot and Wanla.
10. Ilchi and Lardu.

11. The watershed of the Zanskar and Marka rivers below but including the Skew nullah.
12. Rumpakh.
13. Stock and Shang.
14. Masho.
15. Sera and Lokchey.
16. Kamdok.

Of the above, the following blocks are available for the present.

OVIS AMMON—2, 4, 5, 6, 8, 10, 11, 13 and 15.

SHARPU—1, 4, 5, 6, 8, 9, 11, 12, 14, 15, and 16.

Note:—These blocks in Ladakh and nullahs in Astore, Baltistan and Kajnag are limited to one gun each for each of the periods.

* * * * *

1. Sportsmen will note that driving of bears, leopards and pigs is permitted from March 15th to September 30th, and on the hills between Verinag and Baramulla to November 15th.

2. The Game department registers *shikaris*, and sportsmen are advised to engage only registered *shikaris*.

3. Breach of Game Laws renders the licensee liable to forfeiture of his license, guns, dogs and trophies. In case of persons subject to Kashmir Courts jurisdiction fine and imprisonment are also awarded.

4. Sportsmen are required not to present firearms to inhabitants of the country nor leave rifles with their *shikaris* on quitting a nullah.

5. Heads permitted to be shot

Markhor	45 inches.	Ibex	35 inches.
Ovis ammon	38 "	Sharpu	24 "
Burhel	23 "	Tibetan antelope	32 "
Tibetan Gazelle	10 "	Kashmir stag	35 "

6. On the expiry of the term licenses should be returned to the Game Department with a statement of game killed.

7. Cases of serious injuries received by shikaries, beaters, etc., with full report of circumstances and compensation, if any paid, should be intimated to the Game Department.

8. Copies of rules and regulations can be had from the Game Office.

9. Shooting requisites can be had from local firms, for a list of which see Chapter V.

SECTION 3.

Apart from the more manly expeditions in search of Markhor or Sharpu, Ibex or Gooral, there is a zestful diversion which the beautiful trout streams of Kashmir provide for any angler. Mahseer or the Punjab fish (to Kashmiris known as 'Parim gad') abounds round about Wular, Sopore, Ningle, Domel, etc., and good fishing is provided. As for the trout it is almost a State monopoly, and the Game and Fish Department takes good care to throw open well-stocked streams for fishing during the season. Trout was introduced in the year 1899-1900, and credit goes to Mr. Frank Mitchell for the first successful experi-

ments made. There at present a number of trout streams, which according to the seasonal programme are opened for fishing on license system. There are also two Hatcheries, one at Harwan 12 miles from Srinagar, and the other at Achhabal, 40 miles from Srinagar or 6 miles from Anantnag. The Hatcheries provide fish for the table. The rates of sale are

RAINBOW TROUT.

3 lbs. and under	..... No sale permitted
Under 5 lbs. but over 3 lbs.	Rs. 5 per lb. (Live weight)
5 lbs. and over	Rs. 2 per lb. (Live weight)

BROWN TROUT.

3 lbs. and under	..... No sale permitted
Under 5 lbs. but over 3 lbs.	Rs. 3 per lb. (Live weight)
Under 7 lbs. but over 5 lbs.	Rs. 2 per lb. (Live weight)
Over 7 lbs.	..... Rs. 1-8 per lb. (Live weight)

Note 1. Purchases of trout should be made between 10 A.M. and 6 P.M.

2. Trout required for dinner at Srinagar is supplied from Harwan Hatchery by 6 P. M. provided requisition is made by 1 P. M. on that day.
3. Trout for lunch is supplied in time provided application is received by Game Department before 4 P. M. the previous day.

Trout streams are generally open for fishing from 1st April to 30th September. Licenses are issued for a week or a day or for the season, and following fees are charged.

FOR TROUT FISHING.

(a) For the season	By rod and line	Rs. 150
(b) For one week	Do	Rs. 25
(c) For one day	Do	Rs. 5

Note:—1. License (a) entitles the holder to fish in Reserved** and Protected Waters also. Licenses are non-transferable; nor refund is permitted when a license has once been taken out.

2. In the case of weekly licenses the number of trout to be landed is limited to 24; in the case of daily licenses, to 6 only.

** Waters—mean and include all rivers, streams and lakes, all ponds belonging to the State, and all tanks constructed by or under authority of the State.

Trout Waters—are all those waters in the State which have been or are being stocked with trout, Brown or Rainbow.

Reserved waters—mean and include waters where fishing shall not be allowed except under special license, and capture of fish is allowed by rod and line or casting net of 20 ft. diameter.

Protected waters—mean and include waters where fishing is not allowed except under a license, and capture of fish is allowed by recognised modes of fishing.

Sanctuaries—mean and include waters where fishing because of the sacred nature of the place or otherwise shall not be permitted under any circumstances.

FOR RESERVED WATERS.

	Rs.
License for one year	20
For season (fishing with casting net)	30
For season with road and line	10

FOR PROTECTED WATERS.

	Rs.
For one year with rod and line	4
For one year with long line, with hooks, spear and large landing net	15
For one year with casting net, drag net, small landing net, small meshed net and rod	20

The Game department issues a seasonal programme of fishing for weekly and daily waters with instructions as to the number of rods and kinds of baits to be used, on different waters. The following programme issued for the present is given below.

Trout Waters available for booking Season-- 1st April to 30th September.

DESU, NOWBUG, ACHHABAL & LIDDER VALLEY—TAHSIL ANANTNAG.

A. WEEKLY TROUT WATERS.

No.	Name of waters.	Limits	No. of Rate per Rod.		Size. Inches	Remarks.
			Per week. Rs.	No. of fish. Rod.		
1.	Desu	From Duksoom bridge to boundary board above Bidhar bridge including Mather Stream	2	25	24	Fly or Lures only
2.	Bringhi Upper	From below the above board to Ziarat Pool near Pindubal village.	2	25	24	12 Do

No.	Name of waters.	Limits.	No. of Rate per Rod.	No. of fish.	Size. Inches	Remarks.
3.	Bringhi Middle	From Pool below Ziarat including Stream	2	25	24	12 Do Minnow may be us- ed in Bringhi Lower and Lowest except on Mill Stream at Dewalgam.
4.	Bringhi Lower	From Dewalgam bridge to Arigam bridge	2	25	24	12 Fly or Lures only.
5.	Nowbug Upper	From Larnu' Bridge upwards	2	25	24	12
6.	Achhabal	From above Done- pawa bridge to the boundary board	2	25	24	12 Do
7.	Pahalgam- Shishnag	From junction with Aru to Frislin	2	25	24	12 Do
8.	Pahalgam- Aru	From board Sarbal upwards	2	25	24	12 Minnow also allowed

B. DAILY TROUT WATERS.

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No.	Name of waters.	Limits	No. of Rods.	Rate per Rod.	No. of fish.	Size.	Remarks.
			Per day Rs.			Inches	
1.	Nowbug Lower	From below bridge to junction at main Bringhi river.....	2	5	6	12	Two days at a time Fly or Lures only.
2.	Bringhi Lowest	From below Arigam bridge to Soof	2	5	6	12	Minnow allowed. This stream will be booked to end of July only in the first instance.
3.	Kokarnag	From springs down to the board	1	5	4	12	Fly or Lures only. Kokarnag will be booked for 4 days only during each week.
4.	Brar Kul	From Hatchery downwards	2	5	4	12	Fly or Lures only

Trout Waters available for booking—1st April to 30th September.

Sind, Bandipur and Burdwan—GUREZ.

A. WEEKLY WATERS.

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No.	Name of waters.	Limits.	No. of Rod.	Rate per Rod.	No. of Fish.	Size.	Inches	Remarks.
1.	Sind Sumbal	From boundary of Upper Sindh to Sumbal	2	Rs. 25	24	12	Do.	Fly or Lures only
2.	Sindh Upper	From Board 3 Miles above Kangan to mid-way between Kangan and Wangat Junction	2	25	24	12	Do.	Minnow allowed except on Chat-ter-gul stream
3.	Sindh Middle	From above Wangat Junction to Board near Prang Village	2	25	24	12	Do.	Minnow allowed
4.	Sindh Lower	To Wayil Bridge	2	25	24	12	Do.	Fly or Lures only
5.	Madmati	From Sonarwani Bridge & Up-stream	2	25	24	12	Do.	Minnow allowed
6.	Erin	From Choont-Moola Village & Up-stream	2	25	24	12	Do.	Fly or Lures only
7.	Burdwan and Kishen Ganga	From Churwan to Kanzilwan	2	25	24	12	Do.	Minnow allowed on Kishen Ganga

B. WEEKLY LAKE WATERS.

No.	Name of waters.	Limits.	No. of Rod.	Rate per Rod.	No. of Fish.	Size.	Remarks.
1.	Krishen-sar Lake (Hurmukh)	The whole Lake	3	Rs. 25	24	12	Open only during July, August and September. Only Minnow allowed
2.	Visher-sar Lake (Harmukh)	Do.	3	25	24	12	Do.

C. DAILY WATERS.

1.	Sindh Lowest From Wayil Bridge to Takki Bagh	2	Rs. 5	6	12	Minnow allowed
2.	Wangat From the Junction at Sindh & Up-stream	2	5	6	12	Fly or Lures only

Note—1. Booking of all waters commences on 2nd January every year. Provisional booking for Weekly Waters is cancelled if not confirmed within one month before commencement of booking. Provisional booking for Daily Waters is cancelled if not confirmed within two days of booking.

2. The booking of Lowest Bringhi has been restricted to 4 months as the water generally gets low there after the end of July.

3. Desu is not very good in April.

4. The Burdwan contains a large number of small fish.

5. (a) Kishenganga demarcated water excluding the stretch from Churwan to Kanzilwan is reserved for coarse fishing.

(b) Those holding a coarse fishing License are required to remit Rs. 5 per day if they catch and retain any trout while fishing here.

Breast Waders are very useful on Kishenganga.

6. (a) Sub-letting of waters booked is not permitted in the case of Daily or Season Licenses.

(b) Sub-letting of waters booked for weekly periods is undertaken by the Game Department.

7. Sportsmen are required to enter details of the fish they kill in the record book kept on all waters, giving the size of the largest fish killed.

8. Sportsmen are required not to take outside Shikaris to any waters but employ local Shikaris.

As Kashmir Game and Fish rules do not at present apply to the Jammu Province, § fishing in that province is not permitted without a special pass. But fishing in the Poonch river from Kotli to Tangrot (Jammu Province) is allowed under a license for which following fees are charged--

	Rs.
For 10 days with rod and line	20
For one day , , ,	3
For one year , , ,	30
For one year with casting net	30

For the information of the angler the following list of trout streams is given.

1. The Liddar and its tributaries above Bhatkote bridge,
2. The Achhabal and Arput rivers above the bridge of Dunipawa,
3. The Vehsau and Dawar streams (with restrictions),
4. The Arrah river from Dachhigam Rakh to the bridge at Telbal,
5. The Burzil Branch of the Kishengunga and the Gurais stream,
6. The Burdwan streams at Gurez,
7. The Erin and Sirander streams,

§The proposal of extending the Game Laws to Jammu Province is under the consideration of the Government, and it is not improbable that by the commencement of the next season arrangements for shooting and fishing there on license system will have been made.

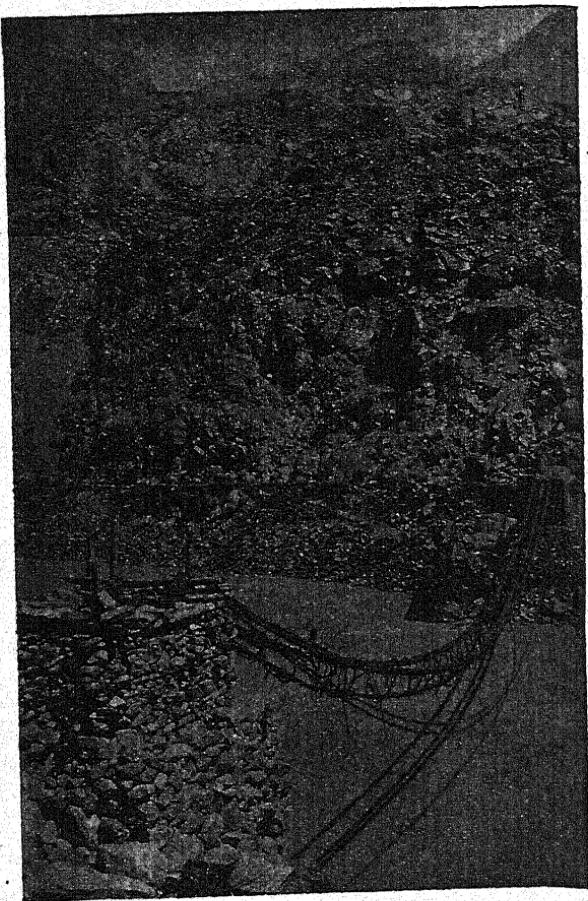
8. The Biroo river from Makahama to Sooknag,
9. The Bringhi river and Nowboog stream;
10. The Lolab above the bridge at Raikpura,
11. The Pohru above the bridge at Sallora,
12. The Madamati or Bandipur River above the bridge at Kalusa,
13. The Kokarnag stream,
14. The Panzet stream one mile above villages,
15. The Thricker river in the Anantnag,
16. The Sindh river from one mile above Kangan to Takki Bagh,
17. The tributaries of the Sindh, and
18. The Wangat stream.

Note.—Fishing in the above streams is limited to one week at a time except

On the Arrah, the Kishengunga, the Lolab, the Pohru, where there is no such limitation for the present. §§

§§ There are certain game preserves (Rakhs) and Trout streams under the control of the Shikar Khana Department; but shooting or fishing in them is not allowed without special permission of the Department. No license system applies to these game reserves and trout waters.





**ACROSS THE HIGH MOUNTAINS—ON THE WAY
TO THE FRONTIERS.**

Block by P. Vishi Nath & Sons

CHAPTER IV.

As already indicated in Chapter II, the visitor to Kashmir prefers travelling by the more convenient motorable roads—Rawalpindi-Kohalla-Sirinagar, Jammu-Banahal-Srinagar, or Abbotabad-Ramkot—Srinagar. The railway takes him to Rawalpindi, Jammu or Havelian, wherefrom he engages conveyance direct for Srinagar. There are, however, some who would like to make the whole journey by car. The Grand Trunk road is a very wide and fine road, so that starting from Lahore (Punjab) he can stop at Rawalpindi for the night, and next day run up to Kashmir halting in the way at Garhi or Uri in case he thinks that one day's run might cause a nervous strain. When the days are long, it is an easy matter to complete the journey in less than 12 hour's time by car. A visitor from the Peshwar side would go via Abbotabad; while one travelling via Jammu would run from Lahore to Jammu in a few hours time, and next day start for Srinagar. At Jammu is a Dak Bungalow at the entrance of the city on the Residency road with catering arrangements. There are also Hindu and Muslim serais, shops and small hotels. Cars and lorries are easily available and arranged even at short notice.

The motor road from Lahore to Rawalpindi or Jammu runs:—

Lahore	0
Gujranwala	

Lahore	—	0
Gujranwala	—	Hgt. 740 ft.

Wazirabad		Wazirabad	62	Hgt.	753
Gujrat	—	Sialkot	25	Hgt.	829
Lalamusa	—				
Kharian	—				
Jhelum	—				
Gujar Khan	—	Suchetgarh	(Here begins Kashmir State territory).		
Rawalpindi	—	Jammu	27		

180 miles

114 miles

If one goes up from Rawalpindi to Havelian by road, the marches are

Rawalpindi	0	Height 1689 ft.
Hassanabdal	28	
Haripur	20½	A large and flourishing town, D.B., P.O., T.O., centre of trade.
Havelian	14½	
	63 miles	

SECTION 2.

We shall now describe the routes from outside to the valley of Kashmir, and only record such routes as are generally used by a visitor who has snatched a few weeks from his busy life for a trip over the grassy *margs* or picturesque woodlands, or to enjoy a few balls and dances or a game of Polo or golf at Srinagar or Gulmarg, or to spend a few days on the crystal waters baiting the trout, or run after a Mar-khor or ibex, burhel or ammon, or at least come for a ski-ing expedition in the cold months of the winter.

The other routes are for the expeditionist, the researcher, or the adventurous, and for him the innumerable guide books are available.

We shall have to use certain abbreviations in describing the routes, with a view to equip the traveller with information as to where he can obtain supplies, transport, shelter, etc., in case he has to stay at some station in the way. Arabic numerals will denote stages of a march; Roman numbers, where a traveller may stop for the night conveniently, or where journey is generally broken.

Abbreviations.

DB—Dak Bungalow with catering arrangements.

RH—Rest house with or with no catering arrangements.

PO—Post Office.

TO—Telegraph Office.

TE—Telephone Exchange.

SR—Serai.

PS—Police Station.

PC—Police Chowki (in the charge of a Head Constable).

ST—Supply and Transport.

HO—Hotel.

HHRH—His Highness Maharaja Kashmir's rest-house. It cannot be used without special permission.

DY—Dispensary.

HT—Hospital.

IB—Public Works Department inspection or engineer's bungalow.

FH—Forest-rest house or inspection bungalow; cannot be used without previous permission.

HK—Hindu Kitchen.

HMRH—Hindu and Mohammedan Rest houses.

BR—Bazar.

WT—Wazarat or Headquarters of a district.

TH—Tahsil or a subdivision (of a Wazarat).

CG—Camping ground.

JN—Junction of Roads

VL—Village.

HGT—Height.

1. The Rawalpindi-Kohalla-Srinagar road—196 miles—a fine motor road, over the mountains alongside the Jhelum river from Kohalla to Srinagar.

No. of Stages	Name of place.	Distance in miles between places.	Number of miles from terminus	Remarks.	
1	Rawalpindi	...	0	Large Military Cantonment; large civil station and city, headquarters of district and station; wireless station; Hotels, Banks, Clubs, TE, DB, POS, TOS, Government Motor Mail Service Head Office; Height 1689 feet.	DB, PO, PS, BR. Road toll post. Ascent to Murree begins.
	Barako	...	13½		
	17th Mile	...	3½		
	Sangram bridge...	...	6		
2	Tret	...	2½	25½	DB, PO, TO, IB, BR.
	Ghora Galli	...	6½	31½	PS, BR. A mile up from here is the Murree Brewery, where there is TO.

No. of Stages	Name of place	Distance in miles between places.	Number of miles from terminus.	Remarks.
3	Sunny Bank	5	36 $\frac{1}{4}$	DB, PO, TO, BR. JN of Murree and Kashmir roads. Toll Post, where toll is recovered on all conveyances, which is refunded in case of conveyances destined for Srinagar or any place beyond Chikagalli and vice versa.
4	Chikagalli	1 $\frac{1}{2}$	38 $\frac{1}{4}$	BR. Descent begins. Toll Post. See above under Sunny Bank Toll Post. Height 6,800 feet.
5-II.	Phagwari Kohalla	12 $\frac{1}{2}$ 13 $\frac{1}{4}$	50 $\frac{3}{4}$ 64 $\frac{1}{4}$	BR. DB, PO, TO, PC. Bridge toll is realised before crossing the bridge. Height 1916 feet.

(Here the Kashmir territory begins. After crossing the bridge are found State Customs Post and Police Chowki. Here the traveller is required to stop for a few minutes till the Customs authorities provide him with a *challan* (Rawana Kham) which is presented by the driver at the Domel Customs Post. In case the journey is done upto Domel or Muzaffarabad and places round about, Customs duty is realised here, otherwise not.). Footpath on the left bank of Jhelum goes to Poonch.

	Barsala	...	1 $\frac{1}{4}$	65 $\frac{1}{2}$	DB.
6	Dulai	...	:0 $\frac{1}{2}$	76	DB, but it may not be now in running order as very few people stay here.
7-III.	Domel	.	9 $\frac{1}{2}$	85 $\frac{1}{2}$	HJRH, PO, TO, IB, BR. JN of Abbottabad-Srinagar road via Muzaferabad. About a mile up is the Customs Post where road toll and customs duty are realised. Bonded goods are allowed to pass free of duty. Medical Inspection Post.
				98 $\frac{1}{4}$	Town, DB, PO, TO, HK, DY, PS, BR. Motor Mail Service Station. During winter the Mail Motor stops here and the passengers can pass the night in comfort. There are rooms rented for occupation. On the other side of the Jhelum is the Jagir of Sultan Dupatta; a village with good bazaar.
S-IV	Garhi	...	12 $\frac{3}{4}$		

No. of stage	Name of places.	Distance in miles between places.		Number of miles from terminis.	Remarks.
		Between	To		
9	Hatian	...	11	109 $\frac{1}{4}$	PO, BR.
V	Chenari	...	6	115 $\frac{1}{4}$	DB, PO, TO, BR.
10	Chakothi	...	5 $\frac{1}{4}$	120 $\frac{1}{2}$	PO, PC.
11-VI.	Uri	...	13 $\frac{1}{4}$	133 $\frac{3}{4}$	Town, Talsil, DB, PO, TO, FS, DY, Bazaar; Motor Mail Service Station; Telephone.
	Nambla bridge	...	2 $\frac{1}{4}$	136	Junction of Peonch-Aliabad road.
	Mohora	...	5 $\frac{1}{2}$	141 $\frac{1}{2}$	PO, Telephone; Generating Electric Power House, Dispensary.
12	Rampur	...	5 $\frac{1}{2}$	147	DB, PO, TO, PC. Height 4,900 feet.
	Buniar Temple	...	2	149	On the right of the road is an ancient Hindu temple. FH, BR.

13	Baramulla	..	162	Town; Wazarat; Tahsil; PO, TO, PS, DY, Roman Catholic Church; Ziarat of Jambab Sahib; Devibal and Kotitirtha Hindu shrines. Telephone, HHRH. Hgt 5,175 feet—Ramkund and Sitakund are 2 miles from here.
14	Sangrama Pattan	..	169 179	Junction of Sopore road. DB, PO, TO, PS, town, Bazaar. The town was founded by Raja Sangramdeva.
	Mirgund Natalal	..	186 187	Village, duck shooting in jhil here. Road branches off to Gulmarg via Magam. It is a fine motor road.
	Hokarsar	..	190	Duck shooting Rukh. Special permit from Rakhi Department required.
	Shalteng	..	191	Camping ground. Road to Shadipur and Sumbal... an unmetalled motor road.
15-VII	Chhatbal weir ..	..	193	Weir built in 1916. Beautiful. Helps in conservation of water during winter.
	Srinagar (Amirakadal)	..	196	Capital of Kashmir. POS, TOS, Hospitals, Banks, Hotels, Clubs, Fort, Telephone Exchange; etc. Hgt 5,200 feet.

II. Abbottabad-Ramkote-Srinagar road—170 miles—good motor road over mountains—joins the Rawalpindi-Srinagar road at Domei, after crossing the Domei bridge connecting with Muzaffarabad.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	R e m a r k s .
1-I.	Havelian Abbottabad	0 9	0 9	Railway station. Military Cantonment, DB, PO, TO, Bazaar, important place, Head-quarters of Hazara District, Height 4,010 ft.
2	Mansera Garhi-Habibullah Ramkote	17 18½ 3	26 44½ 47½	DB, PO, TO, PS, BR. Tahsil Town, DB, PO, TO. Height 2,648 ft. Customs Post. Here begins Kashmir State territory.
3-II.	Lohargali	5	52½	IB
4-III. or at	Muzaffarabad Domei (Bridge)	5 1½	57½ 59	Town, Wazarat, Tahsil, PO, PS, TO, DY, centre of trade for the frontier districts around. Height 2,222 ft. Junction with the main road No. I above.

III. Jammu-Srinagar or Banahal Cart road—203 miles—fine motor Road.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
I.	Jammu	...	0	Capital of Jammu; POS, TOS, Telephone Exchange, DB, serais, HT, RHS, PSS, Bahu Fort, etc. The city lies above the Tawi river.
	Amar Mahal Junction	2½	2½	H. H.'s Palaces. Height 1029 ft.
	Nadhni Tunnel	13½	16	RH, Shops.
1	Jhajjar	...	5	HHRH, PS—one mile away at Kotli is PO, BR.
	Tikri	...	7½	RH, PO, BR.
2	Udhampur	...	12½	28½
3-II.				Town, Wazarat, Tahsil, Old Palaces, DB, IB, HHRH, Hindu Kitchen, PO, TO, PS, DY, Road branches off to Ramnagar.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
4	Dharanthal ... Chenani bridge ...	12½ 4	53½	RH, PS, BR.
5-III.	Kud ... Patni Pass ...	8¼ 5	57½ 65¾	PO, TO, Bazaar, Small town at Chenani, the residence of Raja of Chenani.
6	Batote ...	7½	70¾ 78	DB, HMRH, BR. Top of Batote. Height 6670 ft.
7	Ramban ...	... 18		DB, FH, PO, TO, PS, DY, good bazaar; shops and houses available on rent for stay. Summer residence of Jammu Officers. Road branches off to Kishtwar.
				Tahsil, HHRH, DB, FH, PO, TO; Toll bar and Customs Post, PS, DY; good bazaar.

	Digdol	...	8	1(4	RH, one or two shops.
8	Ramsu	...	6	110	Old palaces, PO, BR.
9-IV.	Banihal	...	10	120	DB, HMRH, HK, PO, TO, PC, DY. Good bazaar. Foot of the Banahal M.T. Village. A footpath goes up the mountain to Verinag—a route generally used before the motor road was constructed—with 7 sheiter huts on Banahal side as, when it is windy, travellers find it impossible to cross the pass safely.
	Banahal Pass Tunnel	...	20	140	Cross through tunnel, 640 feet long; Height 8,985 ft. Chon kidar's hut.

As soon as the Tunnel is crossed the wide Kashmir valley lies in front so bewitching, attractive and charming.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
10	Upper Munda	...	9	149
	Lower Munda	...	4 $\frac{1}{4}$	154 $\frac{1}{4}$
11.V.	Qazigund	...	4 $\frac{3}{4}$	159
12.	Khanabal	...	12	171
	Bijbehara	...	3	174

DB, 4 $\frac{1}{4}$ miles below, the road branches to Verinag and is motorable.
 HMRFH, Chowkidar's hut.
 DB, BR. Centre of fruit trade.
 HHRH, PO. Here the Srinagar-Anantnag road joins it in front of His Highness' Rest House Anantnag is two miles from here.
 Camping ground.
 Town, BR, PO, PC, camping ground. Road branches to Pahalgam which meets the Anantnag-Pahalgam road at Langanbal.

	Sangam	...	3½	177½	Bridge over the Jhelum. Camping ground. During floods the gauge at Sangam determines the rise and fall of the flood in Srinagar.
18	Awantipur	...	7	184½	Village, RH, PO, PS, Bazaar. On the right are enclosed the famous ruins of Hindu temples of the time of King Avantivarman.
	Pampur	...	9½	194	Town, PO, PC, Bazaar. Unmetalled motor road to Pulwama and Shupayán. The centre of saffron market.
	Pandrethan	...	5	199	Ruins of an ancient temple.
	Batwara	...	1	200	Oetroi Post. Badamibagh Cantonment. H. H.'s Palaces are a mile off towards the north-east.
	Srinagar	...	3	203	.....

Having described the main routes to Kashmir, we shall give below the routes *via* Pir Panjal (Old Imperial route) and Poonch, but generally very few people intending to visit Kashmir use these routes.

IV. Pir Panjal or Old Imperial route—Bhimber-Shupayyan route.
 Having alighted at the Gujrat railway station, the traveller runs up the unmetalled motor road to Bhimber, 29½ miles, whence he has to travel over hilly track. It is still a good pony road.

No. of Stages	Name of places.	Bhimber	Distance in miles between places.	Number of miles from terminus.	Remarks.
1-I.	Saidabad	...	0	0	Town, Tahsil, RH, PO, PS, DY. Good Bazaar. Height 1060 ft.
	Nowshera	...	11	11	RH, PO, Serai, BR.
2	Nadpur	...	10	21	Shops.
	Chingas	...	5	26	Old Moghul serai, now in ruins. Spring of pure water.
3-II.	Muradpur	..	6	32	RH, PO, PS, BR.
	Rajauri (Rampur)	..	10	42	Old Moghul serai in ruins.
4-III.			4	46	Town, Tahsil, RH, PO, PS, DY. Here the road goes to Jamnu Thanda-Pani and Akhnur.

	Fattch serai	...	3	49	Old Moghul serai in ruins.
	Saj Serai	..	5½	54½	Old Moghul serai in ruins.
5-IV.	Thana Mandi	..	5½	60	Village, RH, PO, PS, Serai. Here road branches to Pooneh via Suran. Height 5,800 ft.
6	Baramgilla	..	10½	70½	Serai. Height 6,500 ft; small village in deep gorge. Ratanpir pass 8200 ft.
7	Poshiana	..	8½	79	Height 8150 ft. Remains covered with snow till end of May.
8	Aliabad	..	12	91	Height 10,000 ft. Pir Panjal is crossed after 6 miles from Poshiana at a height of 11400 ft. Shelter hut on the pass Serai and halting place.
9	Hirpur	..	10	102	Village, on the right bank of Rambia. Old Lingas are found here; a very beautiful camping place Height 7600 ft.

No. of Stages	Name of place.	Distance in miles between place.	Number of miles from terminus.	Remarks.
10-V.	Shupayan	...	8	110 Town, PO, BR, DY, CG, Munsissi for summer Height 6715 ft. Important place. Centre of trade. Base for excursions to round about places of interest.
11	Shajimarg Ramuh	...	6 4	116 Old Imperial serai now in ruins. Village. A cave about 800 feet long has been discovered here; stated to be still longer. Old Moghul serai.
	Khampur	...	5	125 From here unmetalled motor road.
	Kralapur Rawbagh	...	5	130 Samadh of Maharaja Gulabsingh Octroi Post. Municipal limit of Sri
12	Srinagar	...	1	136 nagar City.

(Now the road via Pulwama is generally used as it is motorable though *kach* or unmetalled. But the Old Imperial route continues *via* Kralapur and the stages are as under).

V. Gujrat—Thana Mandi—Poonch—Uri—Srinagar route—good pony road upto Uri, where from it joins the main Rawalpindi—Srinagar road

1	Gujrat—Bhimber	Kacha motor road	29½ miles.
2	Bhimber—Thana Mandi	Pony road	60 miles (Vide No. IV).
3	Thana Mandi—Suran	Do	14 , RH, village.
4	Suran—Poonch	Do	15 , Town, fort, BR, PO, PS, TO, HT, Capital of Poonch Jagir. Height 3300 ft.
5	Poonch—Kahuta	Do	10 miles, RH, PS.
6	Kahuta—Aliabad	Do	6 miles; at the foot of Hajipir Pass, RH, Serai.
7	Aliabad—Hajipir	Do	4 miles; Height 8652 ft.
8	Hajipir Pass — Nambia bridge (Uri) Here it joins the main road No. I or Hajipir to Haiderabad	Do	13 miles; Kashmir State Customs Post. 4½ miles; CG, whence to Uri, 9½.

VII. Rawalpindi-Poonch route via Lachman Pattan--good pony road from Poonch to Kahuta; whence a good Motor road to Rawalpindi.

No. of Stages	Name of place.	Distance in miles between place.	Number of miles from terminus.	Remarks.
1	Rawalpindi	0	0	...
2	Silhala	11	11	Station on N. W. R.
3	Kahuta	12	23	Village, RH, PO, DY, BR
4	Panjar	10	33	VL, FH.
5	Lachman Pattan	10	43	RH, Suspension bridge over the Jhelum.
6	Palandri	14	57	VL, RH, PO, PS, DY, BR; all arrangements.
7	Trankhal(via Danna 14, via Gorrah 2e)	.....	(71 or 77) 82 or 88	VL, RH, PO.
8	Hazira	1	1	VL, RH, PO, PS, BR.
9	Poonch	15	97 or 108	Height 3300 ft.

The Poonch route is used when the Pir Panjal remains closed due to snow.

VII. Poonch-Tangrot-Jhelum road—10 miles—hilly upto Tangrot, from Shekhupur unmetalled motor road.

Jhelum	...	0	0	Large city, Military Cantonment, Station and Railway Junction; headquarters of district; HGT 765 feet.
Shokhpur	...	12½	12½	JN of Poonch and Jhelum rivers. Fishing allowed under license; governed by rules of Kashmir Game Department. FH, PO, BR, HGT 1000 feet.
Tangrot	...	12½	25	
Biali	...	15	40	Hamlet.
Sansa	...	12	52	Village, BR, S & T.
Sarsawa	...	10	62	" BR, S & T.
Tahi	...	17	79	Large VL, BR, S & T.
Ser	...	10	89	Do. S & T.
Poonch	...	11	100	HGT 3300 feet.

SECTION 3.

Having given the main routes leading to the Valley, we shall now describe routes from the Valley to different stations. It is true that the routes given above would not complete the list, for there are as many as 25 routes connecting with Jammu, 20 with Poonch, etc., but as their reproduction would not serve any useful purpose for the visitor, the mere display of 'knowledge and research' has been avoided. We shall, therefore, first take up routes leading from the capital city of Srinagar to its suburbs and then extend them to Laddakh, Gilgit, Gulmarg, Kishtwar, etc.

VIII. Srinagar to Moghul gardens of Nishat, Shalimar and Chashmashahi and Harwan reservoir.

Name of places.	Distance in miles between places.	Number of miles from terminus.	Re m a r k s .
Srinagar	0	0	
Gupkar	3½	3¾	His Highness' Palace. Close by is the Badamibagh Cantonment Now road via Boulevard.

Chashmashahi	—	1 $\frac{1}{4}$	5	There is a cut on the right to Chashmashahi garden and Bungalow.
Nishatbagh	—	2 $\frac{1}{3}$	7 $\frac{1}{3}$	The famous historical garden with terraces, Garden of pleasure and abode of love.
Guptganga	—	2 $\frac{1}{2}$	8	Sacred spring of the Hindus.
Shalimar Bagh	—	1 $\frac{1}{3}$	9 $\frac{1}{2}$	Historical garden.
Harwan	—	2 $\frac{1}{3}$	11 $\frac{1}{3}$	HHRH, Trout Hatchery, Water reservoir. The Dachigam Rukh towers it; where shooting is not allowed without special permission.

IX. Srinagar, Hazratbal, Naseem Bagh, Nagin Bagh—Motor road.

Srinagar	—	0	0	
Dal Gate	—	1 $\frac{1}{4}$	1 $\frac{1}{4}$	
Saidakadal	—	2 $\frac{1}{2}$	4 $\frac{1}{4}$	

Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
Ashebagh	1	5½	A private camping ground, used by visitors generally. Break journey for Nagin Bagh by boat.
Hazratbal	1½	6½	Here is the famous Mohammedan Ziarat.
Naseembagh	¾	7	Excellent camping ground. P.O. Lorry service from Srinagar
X. Srinagar-Sumbal-Bandipur-Gilgit—Motor road upto Bandapur; thenceforward a good pony road over high mountain ranges.			
Srinagar	...	0	0
Mujgund	...	7½	Model Village.
I. Shadipur	...	4½	Camping ground: under shady chenars.

2-I.	Sumbal	—	3½	15½	Village, FH, CG, PO. Here good fishing is provided. Manasbal Lake is some 2 miles from here.
	Safapur	—	2½	18	VL, CG: Overlooking Mansbal lake.
	Ajas.	—	7½	25½	VL, stone quarry, FR, Game Rakh reserved.
3-II.	Bandapur	—	9½	35	Town, Niabat, RH, PO, TO, PS, DY: Base for Gilgit Journey; IAS Corps, BR, Supply and transport Office; here Government-appointed contractor supplies transport for public. Fishing.
4.	Tragbal	—	—	47	RH, Road branches to Chilas; HGT 9340 ft. Five miles after comes the Rajdaniangan Pass 11588 ft. where there is Dak runner's hut also.
5-IV.	Koragbal	—	—	15	RH, 3 miles hence the Kishengunga is crossed at Kanzalwan, where from road branches to Sharda, Astor, and Kel.
				62	

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
6-V.	Gurais	13	75	Niabat, small town, PO, TO, DY, PC, RH (1½ miles off)
	Chorwan	4	79	Village, IAS Corps, Supply and Transport Post.
	...	6½	85½	Junction of the road with road the over Kamri Pass: see Route XI. RH, Hamlet.
7-VI.	Pushwari	—	89	VL, PO, TO, HGT 9350 feet.
	Minimarg	—	94	RH, S & T Post, Road goes to Kargil.
	Burzil Chowki	—	100	HGT 13775; Shelter hut: road goes to Skardu.
8-VII.	Burzil Pass	—	106	RH, Dak Runner's hut.
	Sardar Kothi	—	111	

9-VIII	Chillum (Chowki)	6	117	RHS, PO, Serai, S & T Post.
10-IX.	Gudai	16	133	VL, RH.
	Gurikot	11	144	VL, IB.
11-X.	Astor	6	150	VL, Niabat, RH, PO, TO, DY, S & T Godown, BR, Fort; Road branches to Kargil.
12-XI.	Dashkin	14	164	VL, RH.
13-XII	Doian	11	175	VL, RH, IAS Corps.
	Ramghat Bridge	10	185	
14-XIII	Bunji	8	193	VL, RH, PO, TO, School, BR, DY; Military Assistant's winter headquarters; S & T Godown.
	Pratap Pul	7	200	RH.
15.	Safed Pari	10	210	RH, IAS, Corps.
	Minawar	9	219	VL, Dak runner's hut.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	R e m a r k s .	
16-XV	Jutial Gilgit	6 3	225 228	Village. Wazarat, Tahsil, Niahat, RH, PO, TO, Hospital, Fort, BR, School, Political Agency, IAS Corps, S & T, Godown. HGT 4890 ft.	

XI. Srinagar-Gilgit Road via Kamri Pass ...Good Pony road.

	Srinagar	0	0	See Route No. X.
	Gurais	75	75	
	Junction with Gilgit road	10 $\frac{1}{4}$	10 $\frac{1}{4}$	
1-I.	Kamri	3 $\frac{3}{4}$	13 $\frac{3}{4}$	R.H.
	Kamri Pass	7 $\frac{1}{4}$	21	HGT 13368
2-II.	Kalapani	8	29	RH

3-III.	Shankergarh	10	39	RH (Only one room with bath)
4-IV.	Rattu	15	54	VL, RH, Summer HQ of Assistant Military Assistant to Political Agent Gilgit;
	Chogam	5½	59½	Village. A mile and a half away is Rattu bridge and a little farther the Rupal bridge.
	Gurikot	9½	69	IB.
5-V.	Astor	6	75	

(For Onward Journey see No. X.)

N. B.—As journey beyond Gilgit into unsettled districts, etc., is not generally permitted (except with special pass) the description of routes extending therefrom is not needed.

XII. Srinagar-Ganderbal-Ladakh route—242 miles; upto Kangan motor road; thenceforward good pony road. It is the Treaty High Road for Central Asian Trade.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
	Srinagar	0	0	
	Nowshera	6	6	PO, BR
	Vicharnag	1½	6½	Sacred Hindu springs.
	Bihama	5½	12	Customs Post, Road branches off to Sri Khirbhawaniji, which is 4 miles from here.
1-I.	Ganderbal	1	13	PO, TO, PS, CG.
	Vailu	5	18	Sind is crossed. CG.
2-II.	Kangan	6	24	RH, PO, Serai, PC, BR.

					VL, Hindu shrine.
3-III.	Harijanwan	.....	6	30	
	Gund	.....	5	37	PO, RH.
	Gagangir	.....	7	44	CG.
	Thajwas	.....	6	50	CG.
4-IV.	Sonamarg	.....	1½	51½	PO, TO, Serai, PC. Hgt. 8750. Sanil a- rium. Although Baltal may be said to mark the end of the Valley, Sonamarg is generally the last camping resort much liked by visitors.
V.	Baltal	.....	9	60½	RH, Serai. Road goes to Swami Amar Nathji in the Liddar Valley.
	Zojila Pass	.....	2½	63	Hgt. 11578.
6-VI.	Machoi	.....	6	69	RH, Serai, TO. No habitation.
7-VII.	Matayan	..	7	76	VL, RH, Serai, TO No habitation.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
8-VIII	Dras	...	12 $\frac{1}{4}$	RH, PO, TO, Scrai. Stone images of Buddhist period.
	Chokyal	...	5	Village.
9-IX.	Tassgam	...	10 $\frac{1}{4}$	VL, CG.
	Kharbu	...	7	RH, Serai.
10-X.	Kharal	...	13 $\frac{1}{4}$	Suspension bridge over the Indus. Road branches off to Skardu.
	Kargil	...	3	RH, PO, TO, Tahsil, Dispensary. Small town, BR, Provision shops.
	Tharmsa	...	4 $\frac{1}{4}$	VL.
	Ribila	...	8 $\frac{1}{4}$	Village

11-XI	Mulbekh	...	9½	149½	RH, Serai.
12-XII	Botkharbu	...	14½	164½	RH, Serai.
13-XIII	Lamayuru	...	15	179½	VL, RH, Serai.
14-XIV	Khultse	...	10½	189½	VL, PO, TO, in summer, Missionary quarters. Camping ground.
15-XV	Nuria	...	8½	198	RH, Serai.
16-XVI	Saspul	...	14½	212½	RH, PO.
17-XVII	Nomo	...	11½	224½	RH, Serai.
18-XVIII	Leh	...	17½	242	Headquarters of District and Tehsil. PO, TO, RH, IB, DY, BR, Town. Centre of trade and base for Central Asia. Here lives the British Joint Commissioner during the summer. Hgt 11503 ft.

Note.—The rest-houses upto Baltal are under the Government Public Works Department : beyond, they are under the control of the British Joint Commissioner. The rest-houses are governed by a set of rules; accommodation can be had for 24 hours but not more than two days. Government officers on duty have preferential claim to the rest-house accommodation.

Similar is the case with the rest-houses on the Gilgit road. From Leh routes go to Central Asia and Little Tibet, but we are not concerned with those, as crossing into the Tibetan territory is ordinarily prohibited and cannot be done without special permit from the Government of India. Route also to Simla via Kulu and Lahoul, 36 marches.

XII. (a) Srinagar-Khirbhawanji; 16 miles. Motor Road.

Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
Srinagar	0	0	
Bihama	12	12	
Dedarhama	1	13	CG, PO. Beautiful place, generally liked by visitors.
Khirbhawani	3	16	Sacred spring; Hindu shrine.

XII. (b) Srinagar-Gangabal Lakes (used by Hindu pilgrims). From Vailu pony road, 36 miles. This route is *via* Chhatturgul.

(b) Srinagar-Gangabal via Naran Nag, 41 miles. Motor road up to Vailu, thence pony track.

Srinagar	...	0	0	
Ganderbal	...	13	13	
Vailu	...	5	18	
Kachnambal	...	5	23	CG, used by visitors.
Wangat	...	4	27	Village. Fishing. Ruins.
Naran Nag	...	3	30	Spring. Ancient temple.
Gangabal	...	11	41	Sacred lake, Hgt. 11720 ft. Overlooked by the great Harmukh.

XIII. Sringar-Shupayán via Pulwama. Motor road 32 miles.

Srinagar	...	0	0	
Lasjen	...	3	3	Here is a match factory.
Pampur	...	6	9	PO, PC.
Kakapur	...	5	14	

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
1-I.	Pulwama	... 5½	19½	Tahsil, PO, PS, DY.
2-II.	Shupayani	... 12½	32	Town, Police Station, DY. CG; the famous town and halting station of the Old Imperial route. 9 miles from here are the famous Ahrabal Falls and the route followed is via Jaminagar and Tangmarg—a very good camping ground.
XIV. Srinagar-Kulgam via Pulwama. Motor road 40 miles.				
1-I.	Srinagar	... 0	0	
	Pulwama	.. 19½	19½	
2-II.	Kulgam	.. 20	39½	Tahsil, PO, PS, DY, CG. Trout fishing. Roads branch off to Shupayani and Anantnag. The Kulgam Shikargah is $2\frac{1}{2}$ miles from here. Shooting without special permit not allowed.

From Kakapur (mentioned in route No. XIII) the famous temple at Payech (Payir) is some 6 miles; while from Pulwama it is 3 miles. XV. Srinagar-Badgam-Chrar (Sherif). Upto Badgam metalled motor road—thenceforward Kacha—23 miles.

Srinagar	...	0	0	Talsij, PO, PS, Springs, CG.
Badgam	:	8	8	Famous Mohammedan ziarat, PO.
Chrar	...	15	23	HGT 6000.

From Badgam trips to the beautiful camping grounds of Khag, Tosam iidan, Gogjipathar are generally undertaken. These are very beautiful places. At Gogjipathar is a beautiful lake, Nilanag. There is a Forest Rest House also. Shorter route Chrar-i-sherif, 15 miles.

Srinagar	...	0	0	
Rambag	...	14	14	
Nagam	...	9 $\frac{3}{4}$	11	
Chodugund	...	3	12	
Chrar-i-sherif	...	3	15	Now another Kacha motor Road bifurcates from Nagam which is 9 miles to Chran. In that case total motorable distance is 20 miles.

XVI. Srinagar—Gulmarg—28 miles—Motor road upto Tangmarg—whence pony road of 4 miles, metalled.

Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
Srinagar ..	0	0	
Narabal ..	9½	9½	Here the main Srinagar-Kohalla road branches off to Gulmarg.
Magam ..	4½	14	PC.
Tangmarg ..	10	24	VL, DB, PO, TO, BR, Motor garages, Ponies available ready saddled for Gulmarg and other places round about. Beautiful camping ground also.
Gulmarg ..	4	28	Sanitarium, PO, TO, PS, Tahsil in Summer. Hotel, Banks, Good BR, Golf Links, European Club, Ski-ing Club, Dispensary etc. etc. HGT 8700 feet.

People coming direct from Rawalpindi and without going to Srinagar turn off at Narabal as indicated above. There is also a direct route from Baramulla, which is not motorable. It is 15 miles of good hilly bridle road.

From Gulmarg trips to Ferozepur Nullah, Apharwat, Khilanmarg, Toshamaidan, etc. are undertaken.

XVII. Srinagar-Khrew, $14\frac{1}{2}$ miles. The main Srinagar-Anantnag road. Upto Sempur motorable road, thence branches off to Khrew. Kacha motorable.

Srinagar	...	0	0	
Sempur	..	$6\frac{1}{2}$	$6\frac{1}{2}$	
Balahama	...	$1\frac{1}{2}$	8	Hindu shrine.
Woyan	...	$3\frac{1}{2}$	$11\frac{1}{2}$	VL, sulphur springs.
Khrew	...	2	$13\frac{1}{2}$	VL, Springs, Hindu shrine of Sri Jawalamaukhi on the spur of a hill. Shikaryah is a mile off. Shooting without special permit not allowed RH.

XVIII Srinagar-Khunmuh Shikargah 16 miles, road branches from Pantchuk.

Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
Srinagar	0	0	
Pantchuk	5½	5½	Spring.
Kurukhetra	½	6	CG, Hindu shrine.
Zewan	½	6½	VL, CG. Spring.
Khunmuh	9½	16	VL, Shikargah; shooting without special permit not allowed. RH.
XIX. Srinagar—Tral Shikargah:—From Avantipur unmetalled road.			
Srinagar	0	0	
Avantipur	18½	18½	
Tral Shikargah	5½	24	RH. Shooting not allowed without special permit.

We shall now deal with routes leading from Anantnag, the base for expeditions to the Liddar Valley, Achhabal, Martand, etc.

XX. Srinagar—Anantnag-Motor-road, 33 miles.

Srinagar	0	0	
Pampur	9	9	
A wantipur	9 $\frac{1}{2}$	18 $\frac{1}{2}$	
Bijbehara	10 $\frac{1}{2}$	29	
Khanabal	2	31	CG, BR, PO, Road branches to Jammu in front of 'His Highness' Rest House.
Anantnag	2	33	Town, Wazarat, Talsil, DY, PO, TO, PS, Zenana Hospital, Technical Institute. Hindu Shrines, sacred springs. To Mussalmans it is known as Islamabad. HGT 5460.

XXI. Anantnag-Achhabal—6 miles—Moghul garden—RH, PO, BR, CG, Trout Hatchery, Fishing, generally liked by visitors. People run up from Srinagar by Motor car, in about 2 hours.

XII. Anantnag-Pahalgam-Sri Amarnathji Cave. Upto Pahalgam motor road—thenceforward good pony road over mountains—55 miles.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	R e m a r k s .	
1	Srinagar-Anantnag		33		
	Anantnag-Bawan	0	4 $\frac{1}{2}$		
	Bunzu	.....	5 $\frac{1}{2}$	IB, PO, BR, Caves, Hindu shrine, ancient temple.	
	Thicker	.....	9	Trout fishing stream.	
2	Aishmukam	.....	4 $\frac{1}{2}$	PC, CG, Mohammedan shrine, Fine place and camping ground.	
	Ganeshpur	.....	13 $\frac{1}{2}$		
	Langanbal	.....	16	Head works of Martand Canal.	
	Ganeshbal	.....	21	Junction of Bijbehara road.	
			23 $\frac{1}{2}$	Hindu shrine.	

1.	Pahalgam	....	$1\frac{1}{2}$	25	HHRH, PO, FH, RH, PC, CG. This has converted into a sanitarium, and is much liked by visitors during summer. Provision shops, contractors, sites demarcated by Visitors Bureau, Khalisa Hotel, etc. etc. Pilgrims Shed 2 miles off. HGT. 7000 ft.
2.	Chandanwari	....	$9\frac{1}{2}$	$34\frac{1}{3}$	FH, Pilgrims shed, HGT 9200.
	Shishram Nag	....	7	$41\frac{1}{2}$	Lake. A wide expanse of fresh and beautiful water. HGT. 11730.
3.	Wavjan	....	1	$42\frac{1}{2}$	CG, Pilgrims shed, HGT 12230.
	Kailnar	....	5	$47\frac{1}{2}$	JN of Astannarg Road.
4.	Panchtarni	....	$3\frac{1}{2}$	$51\frac{1}{2}$	CG, Pilgrims shed, HGT 12015.
	Bhairav top	....	2	$53\frac{1}{2}$	Amravati river. Foot path HGT 14350 ft.
5.	Sri Amarnathji Cave	....	$1\frac{1}{2}$	55	Sacred Cave—HGT. 12729 ft.

Return journey is done via Astanmarg—Now not used.

XXII.—(a) Panchtarni-Kailnar where the above road joins it—Astanmarg-Chandanwari.

Name of place.	Distance in miles between places.	Number of miles from terminus.	Remarks.
Cave	0	0	
Panchtarni	4	4	
Kailnar	3½	7½	After one mile descent begins.
Hatyar Talo	2	9½	Lake. Half a mile onwards Saskati top. HGT. 13860.
Astanmarg	3½	13	CG.
Chandanwari or Tanin	4	17	
Pahalgam	8½	25½	

XXII (b) The Bijbehara-Pahalgam route *via* Salar— $24\frac{1}{2}$ miles.

Bijbehara	0	0	on the Srinagar-Anantnag road.
Chatrus	$9\frac{1}{4}$	$9\frac{1}{4}$	VL, CG.
Salar	$3\frac{1}{2}$	$12\frac{1}{4}$	VL, FH, CG.
Najipura	$3\frac{1}{2}$	16	VL, CG.
Langanbal	$4\frac{1}{4}$	$20\frac{1}{4}$	JN. of Anantnag-Pahalgam Road.

Thenceforward route No. XXII.

XXIII. Anantnag—Verinag—16 miles—Motor Road.

Anantnag	0	0	VL, CG.
Larkpur	$6\frac{1}{2}$	$6\frac{1}{2}$	Niabat, BR, PS, PO, DY.
Dura	6	$12\frac{1}{2}$	PO, TO, BR, the famous octagonal tank of the Moghul times, one of the sources of the Jhelum. The old road over the Banahal top (6 miles) goes to Takia on the other side of the mountain, $9\frac{1}{2}$ miles.
Verinag	$3\frac{1}{2}$	16	Also the path going from here joins the main Srinagar-Banahal Road just near Upper Munda. This road is now motorable HGH. 6000 ft

XXIV. Anantnag—Kokarnag (spring)—Motor Road.

Name of places.	Distance in miles between places.	Number of miles from terminus. places.	R e m a r k s .
Anantnag—Achhabal .....	.....	6	
Hangalgund	8	14	V.L.
Kokarnag	1 $\frac{1}{2}$	15 $\frac{1}{2}$	Spring FH, CG.

(J) Achhabal to Khundru 1 $\frac{1}{3}$ miles; Khundru to Brah 7 miles, which is the State Military Camping Ground in summer; fresh water spring, PO in summer. At Khundru also Military Training Camp in summer.

From Achhabal road goes to Vering also via Duru mentioned in XXIII--12 $\frac{2}{3}$ miles.

Anantnag—Kulgam via Khudwani—12 miles, motor road.

Kulgam—Shupayan—14 miles. Round about Kulgam are the famous trout fishing places, Pranahal, Isthal and Mirhana, within a radius of 3 miles.

XXXV. Anantnag—Kishtwar via Simthan Pass.

	Anantnag	.....	0	0
	Achhabal	.....	6	6
	Khundru	.....	1½	7½
1	Desu	..	13½	21
		Village.		

(a) From Achhabal another route goes to Desu via Kokarnag, only 20 miles.

	Dak Sin Nala	.....	1	22	No habitation beyond this.
	Simthan Pass Top	.....	7	29	HGT. 12414 ft.
2	Chingam	.....	14	43	Village.
	Chatru	.....	6	49	FH, Village.
	Mughal Maidan	.....	5	54	Hamlet.
	Kishtwar	.....	11	65	Town, Tahsil, FH, PO, PS, DY, IB, Fort, HGT. 5400, Fishing and shooting.

XXXV. (b) Via Marbal Pass—pony road—69 miles.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
2	Anantnag	0	0	
	Achhabal	6	6	
	Wangam	12	18	Village.
3	Lohur	5	23	Hamlet.
	Marbal Pass	5	28	HGT. 11709. Steep ascent & descent.
4	Singpur	15	43	Hamlet.
	Chatru	10	53	FH, VL.
5	Mughal Maidan	5	58	
	Karai bridge	4½	62½	
6½				Bridge over the river Maran. A mile farther another bridge over the Chenab river—Bhandar Kot bridge.
	Kishtwar	6½	69	

XXV (c) Coming from Jammu, the road from Batote goes via Khillani.

	Batote	.....	0	0	Village Pony road.
1-1	Assar	.....	13	13	
2	Khillani	.....	10	23	IB.
	Doda bridge	.....	3	26	Customs Post. About 2 miles off is Doda town, PS, DY, PO. Opium manufacture. V.L.
3	Bhela	.....	10	36	A Dharamsala.
4	Jangalwar.	.....	10	46	RH; 3 miles beyond at Thathrie is an IB. HGT. 3670.
5	Kandni bridge	.....	8	54	Small hut: Dak runner's Chowki
	Kishtwar	.....	9	63	HGT 5400 feet.

XXVI. Batote—Bhadarwah—45 miles—pony road.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
1	Batote	0	0	
	Khilani	23	23	
	Doda bridge	3	26	
	Paranu	6	32	Village.
2	Kallieni	4	36	
	Darang	5	41	VL.
3	Bhadarwah	4	45	Town, PO, Tahsil, DY, PS, BR, HGT. 5427 feet.

Note—For all these journeys transport arrangements should be made at Batote. Doda to Verinag *via* Gei, 53 miles, over Brari Galli, 13170 ft., and alongside the Liddar river.

XXVII. To Sudha Mahadev shrine, pilgrimage is done through the Chenani Jagir, where it lies. Turning in the Barahal-Jammu road near Dharanthal into Chenani Jagir, a distance of $5\frac{1}{2}$ miles up the zigzag path a climb of "about $1\frac{1}{2}$ hours from the Tawi", 5750 ft, is the well-known place of pilgrimage reached.

XXVIII. Jammu—Trikuta Devi temple— $36\frac{1}{2}$ miles—motor road upto Katra, partly metalled and partly unmetalled.

Jammu	...	0	0	
Nagrota	...	7	7	
Thanda Pani	...	$7\frac{1}{2}$	$14\frac{1}{2}$	Metalled motor road.
Katra	...	13	$27\frac{1}{2}$	Town, PO, TO, PC, roads go to Reasi and Udhampur.
Adakunai temple	...	$3\frac{1}{2}$	31	Ascent to Trikuta Devi hill.
Trikuta Devi temple	...	$5\frac{1}{2}$	$36\frac{1}{2}$	Famous Hindu shrine. The pilgrimage done during the two months following the Durga Navmi in Assuj—(September to November.)

XXIX. Liddar Valley to Sindh Valley.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
1	Pahalgam	0	0	
2	Arau	7	7	Village.
3	Lidharwat	7	14	HGT 9000'.
4	Sekiwas	6½	20½	Tableland, HGT 11250'.
	Yemher	2	22½	HGT 13448' Steep.
	Khemsar	1	23½	Lake, HGT 12000'.
	Zaiwan	3	26½	Spring, CG.
	Kulan (Sindh Valley)	2½	29	In mile 41 of Srinagar Zojila-Leh road.

Note.—After July this route is generally passable. It is difficult, but the bewitching scenery compensates for the arduous nature of the journey. Ponymen of the Sindh Valley should be engaged for they are experts. There is now-a-days no difficulty about 'expert guides'. They know all about routes, supplies, and transport. It is not here alone, but all through the hill and mountain journeys.

XXX. Pahalgam — Kalohoi — 22 miles—Pony road—beyond Lidharvat footpath.

Pahalgam	....	0	0	
Arau	....	7	7	
Lidharvat	....	7	14	HGT 11200 ft. CG.
Kalohoi	....	4	18	
Ganj	....	4	22	Source of the Liddar river. Glacier.

Some like to visit Tarsar and Marsar lakes, the source of the Srinagar Water Works, from Pahalgam. From Harwan, 12 miles from Srinagar, they can be visited also. From Pahalgam 24 miles via Hamwas, 4½ miles from Lidharvat and 2 miles to this side of Sekiwas. From Hamwas there are only 6 miles.

XXXI. Routes to Lolab. From Srinagar to Handwara *via* Sopore is a motor road, only unmetalled for a few miles which has also been extended to Lolab Valley. During rainy days there is some trouble.

Valley.		During rainy days there is some elevation.			
No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.	
1	Srinagar	0	0	J. V. Road.	
	Pattan	18	18	See Route No. I At Sangrama the road to Sopore branches off. Town PO, TO, Niahat, PS, DY, Notified Area. Base for expeditions to Handwara, Lolab Valley, Sharda, etc.	
	Sopore	12	30		
2.	.....	.....	.....	VL, CG.	
	.....	.....	.....	CG. Pohru river is crossed here.	
	.....	.....	.....	Tahsil, PO, PS.	
3.	Sculu	4½	34½		
	Kulangam	9½	44		
	Handwara	1½	45½		

From Handwara the sacred springs of Trehgam, 14 miles, and Hindu shrine of Sadhu Ganga, 9 miles, are also visited. Trehgam is also visited direct from Sopore by three different routes, the shortest being via Wodapura, and is only 25 miles.

Three different routes go from Sopore to Lalpur (Lolab). (i) via Kupwara, unmetalled motor road, 37 miles; (ii) via Safran Pass, hilly track, 27 miles; (iii) via Tujar, 19 miles, hilly track. Lolab is cut by unmetalled motor roads all round, and all its forests are accessible by car.

XXXII. Sopore—Kupwara—Lalpur (Lolab)—37 miles, motor road.

	Sopore	.....	0	0	
	Bamhama	.....	23	23	Head of Lalkul Canal.
1.	Kupwara	.....	1	24	VL, PO, Road to Trehgam.
	Khumbiryal	.....	4	28	FH, VL.
2.	Lalpur	.....	9	37	VL, PO, PS, CG, Springs. Beautiful valley, miniature of Kashmir. Is rather hot during July-August, HGT. 5609.

XXXIII. The sacred shrine of Sharda, is 55 miles from Sopore, upto Kupwara, unmetalled motor road, thenceforward good pony road.

No. of Stages	Name of places.	Distance in miles between places.	R e m a r k s .	
			Number of miles from terminus.	0
1.	Sopore	0	See XXXII.	
	Kupwara	24	24	
	Gulgam	3	27	VL.
	Marhana	4	31	Top of hill.
2.	Jungund	6 $\frac{1}{2}$	37 $\frac{1}{2}$	
	Dudanyal	7 $\frac{1}{2}$	45	FH, Kishengunga river is crossed here by bridge.
3.				VL, PS, FH, the famous Hindu shrine.
4.	Sharda	10	55	

We now take Jammu and its suburbs.

XXXIV. Jammu—Akhnur—21 miles—motor road.

	Jammu	.....	0	0	
1.	Damana	.....	12	12	VL, PO, PS, IB Canal.
2	Akhnur	.....	9	21	Town, Tahsil, PO, TO, PS, DY, Fishing. HHRH. IB.

XXXV. Jammu—Samba—25 miles—motor road.

	Jammu	.....	0	0	HGT 1029 ft.
1.	Bari Bamanan	.....	10	10	VL, Serai, shops, BR.
2.	Samba	.....	15	25	Town, Tahsil, PO, PS, DY, The Samadh is about a mile from here.

XXXVI. Jammu—Purnandal—10 miles. On the 14th day (dark) of Chetra, (March) the pilgrimage takes place. Here is a Hindu shrine. P.O.

XXXVII. Bhadarwah—Chamba—Pathankot—130 miles.

No. of Stages	Name of places.	Distance in miles between places.	Number of miles from terminus.	Remarks.
Bhadarwah	0	0	HGT 5427 ft. Fort, Town, BR.
Thanal	8	8	Village.
Langeria	13	21	Hamlet, FH.
Bhandal	9	30	PO, FH.
Sundha	17	47	VL, RH.
Chamba	13	60	Town, DB, PO, TO, Hospitals, PS, Capital of Chamba State. HGT 3033.
Khajir	8	68	CG.
Dalhousie	10	78	Sanatorium, Hotel, PO, TO, HT, BR, DB.
Dunera	24	102	VL, DB, PO.
Pathankot	28	130	Railway station, DB, Hotel, PO, TO, Road goes to Kathua.

N. B. This route extended either ways connects Srinagar with Simla. But now-a-days the railway and the car are preferred to all other bridle or hill tracks.

Note—It is true that the list of routes given here is in no way complete. But what the Visitor to the country wants generally is information regarding places of interest, and the routes leading thereto. Expeditionists, Scientists, Mountaineers, may require guide books. To them it may be of help, but for minuter detail they can with advantage refer to De Bourbel's Routes in Jammu and Kashmir, Dr. Neve's guide, Route maps of the Survey of India, and other scientific guides, etc. But for the ordinary visitor the Handbook provides all the necessary information.

Note II.—Where mountain trips are to be undertaken, arrangements for necessary equipment should be made at Srinagar, where there are firms and agencies dealing in the requisites.

Note III.—As for supplies and transport, firstly contractors are appointed at important stations, like Bandipur, Tangmarg (Gulmarg), Pahalgam (Liddar Valley), Ganderbal (Sindh Valley), etc. Secondly the nearest station, town, village, bazar, will meet with the requirements. Thirdly, on the Gilgit and Ladakh roads, at present arrangements for supply of necessities are made by a contract system, and at the rest-houses on the roads at different stages, articles of use may be had. But the visitor may bear this in mind that he *should always take with himself, necessary pro-*

visions whenever he has to go on distant expeditions, trips, excursions, so that the inconvenience which is otherwise sure to be caused may be obviated to a great extent. In this matter his servants, who are sure to include men of this country, will prove of great help and use to him. He will also observe that now motor roads have been constructed which run to almost all important stations, places of interest, places of pilgrimage, and it is the distant places alone, that are reached either on foot or by the pony. But lovers of nature prefer travel on foot, and as such they should make arrangements with firms at Srinagar, Gulmarg, Pahalgam, as the case may be, beforehand to be able to undertake the journey in ease and comfort.

In the next Chapter we have arranged information about these things which may be referred to with best advantage.

CHAPTER V.

The very first thing that a visitor on his arrival at Jammu or Rawalpindi is anxious about, is to find a lodging for the night. At Pindi are the Flashman's hotel, Hotel Metropol, Sectional hotels and Dharampur Serai near the Railway Station; at Jammu, the Dak Bungalow with catering arrangements on the Residency Road, Small Hotels, and the Vinayak Sarai near the Tawi Bridge. For onward journey he should arrange with a motor or lorry Company; and as rates are not fixed, they should be ascertained by personal reference on spot. At Jammu the lorry companies are huddled together in the Raghunath Bazaar on the main road ; at Pindi, on Dalhousie road Sadar Bazar. The agents of the Companies are seen knocking about and generally meet the visitor at the station. The Mail Motor at Pindi is rather convenient : it has scheduled timings; but usually rates are a bit higher. During summer the mail leaves Pindi in the morning, stops at Baramulla for the night, and reaches Srinagar very early next morning. In winter the journey is broken at Garhi, midway between Pindi and Srinagar. Names of some of the reliable Taxi-car owners at Jammu and Rawalpindi are given for the information of the Visitor—

1. Mail Motor Service, Rawalpindi.
2. Sohanlall and Son, Dalhousie Road, Rawalpindi.
3. Chiraghdin & Son, Dalhousie Road, Rawalpindi.

4. Dinanath & Son, Dalhousie Road, Rawalpindi.
5. N. D. Radhakishan & Son, Dalhousie Road, Rawalpindi.
6. Darbar Move Motor Co., Purani Mandi Road, Jammu.
7. Imperial Motor Company, Jammu.

As soon as the Visitor starts from Jammu or Rawalpindi, he may wire to the agents of the firm or agency with which he has made previous arrangements, if any, for board and lodging, or the house-boat owner, whose boat he engages for the period of his stay in Kashmir, to await his arrival at Amirakadal Bridge, Motor Mail office, Lorry Stands at Amirakadal, Post Office, Sunwar Bridge or the Dal Gate. House-boat owners also make boarding arrangements, and the rates can best be settled on spot, as they vary according to the number of the party and the duration of stay. There are some Agencies, like Cockburn's, Kashmir General Agency or the Universal, which undertake boarding and lodging arrangements in House-boats in Kashmir or accommodation in Huts at Gulmarg. In addition, there are boarding houses run by European ladies, where paying guests are taken. These are governed by a special set of rules, and the owners are required to limit the guests to 9 or 10 at a time.

1. Hotels.

1. Nedou & Son, Srinagar and Gulmarg.
2. Kashmir Khalsa Hotel under European management, Amirakadal (Srinagar), Gulmarg and Pahalgam.

3. Kashmir Hindu Hotel, near Amirakadal Bridge.
4. The Star Muslim Hotel, Amirakadal.
5. The Punjab Muslim Hotel, Amirakadal.

2. Boarding Establishments.

1. Mrs. Gatmell's at Gupear and Munshibagh (Srinagar) and Gulmarg.
2. Mrs. Davis' at Shankaracharya Road, Srinagar.
3. Mrs. O'Connor's at Gagribal and Sunwarbagh (Srinagar) and Gulmarg.
4. Mrs. Amesbury's at Gulmarg.
5. Mrs. Baine's at Rawalpindi and Gulmarg.

3. Restaurants

1. Wazir Restaurant, Amirakadal Bazaar.
2. Cafe de Beckett, The Bund, Srinagar.
3. Cafe de Cole, Srinagar.
4. Kashmiri Pandits Restaurant, Srinagar.
5. Standard Restaurant, Residency Road, Srinagar.

Besides hotels, boarding houses, house-boats and restaurants, accommodation is available in tents, which are pitched in Camping grounds, of which mention has been made in Chapter III; but the visitor will have to make his own boarding arrangements. For instance, there are no hotels or boarding houses at Ganderbal, Sonmarg, Shadipur etc. Only at Pahalgam and Gulmarg such arrangements are possible. Further, at Gulmarg, huts are a common feature and they can be had for the season which extends from May to October. At Pahalgam only tents are pitched.

2. Provision and storeshops.

Oilman's stores and other articles of daily consumption can be had from the bazaars of Srinagar and Gulmarg. Some of the dealers are direct importers, and rates are accordingly cheaper. The following are some of the known firms.

1. Pestonji & Co., The Bund, (Srinagar) and Gulmarg.
2. S. N. Chana, The Bund (Srinagar) and Gulmarg.
3. Cockburn's Agency, The Bund, (Srinagar) and Gulmarg.
4. Mathura Das, The Bund, (Srinagar) and Gulmarg.
5. The Army Agency, The Bund, (Srinagar) and Gulmarg.
6. The Universal Agency, Polo View Road, Srinagar; Nagin Bagh and Gulmarg.
7. Baharshah & Son, The Bund, Srinagar.
8. T. C. Gadoo, The Bund, Srinagar.
9. The Kashmir General Agency, The Bund, Srinagar.

(b) Country Stores.

Rice, wheat flour, vegetables, oils, ghee, spices, etc., may be had in the bazaars of Amirakadal, Mai-suma, Maharajgunj, Zainakadal, and Drugjan. For Indian servants, in case the Bazaars do not have sufficient supply of rice (particularly in the days of scarcity) application should be made to the Director,

Kashmir, Valley Food Control Department, through the Director of Visitors Bureau. The office of the former is situated on the Kuta-Kohl just near the Government Secretariat, and that of the latter near the General Post Office.

The rate list is issued by the Tahsildar of Srinagar every fortnight—and so is the case at every Tahsil headquarters—and can be perused at the office of the Director, Visitors Bureau, or at prominent places at which it may be posted.

If local rice or flour does not suit any temperament, rice and flour of the Plains can be had from the Amirakadal Bazaar. For 'basmati' users, shops in the Harisingh High Street are the store-house wherefrom their requirements can be satisfied.

Local rice now-a-days sells from 8 to 10 seers a rupee ; flour 6 to 8 seers. Oil and ghee 3 seers and 1 seer respectively. Among spices the Kashmiri "wari", a component of all select spices, imparts a delightful relish to the dish savoured with it.

3. Dairies, cream and butter.

Fresh cream and butter can be had from the Nedou's. Besides, there are the following dairies which make the supply—

1. Mrs. Davis, The Willows, Durganag, Srinagar.
2. Ziarat dairy Do Srinagar.
3. Lassa Sheik & Sons, The Bund, Srinagar and Gulmarg.

4. Mahajan Dairy, Drugjan, Srinagar.
5. Soofi Dairy Drugjan, Srinagar.

4. Tents, furniture, sporting equipments.

When the heat of the city drives one to seek refuge in higher elevations, in camping and mooring sites outside, or when the Visitor thinks of expedition to distant hills, different trout waters or shooting preserves, he may require necessary camp, shooting or fishing equipments and to his satisfaction he will find that the agencies dealing in these articles provide the quality that he wants.

(a) The known tent and furniture dealers are

1. The Army Agency, The Bund, Srinagar.
2. The Cockburns Agency.... The Bund, Srinagar and Gulmarg.
3. Bahar Shah & Sons.... The Bund, Srinagar, and Gulmarg.
4. Mohamad Baba & Sons.... The Bund, Srinagar.
5. Universal Agency.... Polo View Road, and Gulmarg.
6. Kashmir Visitors Agency.... The Bund, Srinagar.
7. Tourists Agency.... The Bund, Srinagar.
8. Rasool Khan & Sons.... The Bund, Srinagar.
9. Rose Agency. Drugjan Road, Srinagar.

(b) Shooting and sporting Agencies

1. The Army Agency The Bund, Srinagar.
2. Cockburn's ,,... Do. and Gulmarg.

- | | | | | |
|----|-------------------------------|------|------------------------------------------|-----|
| 3. | Bahar Shah & Son | .... | Do. | Do. |
| 4. | Samad Shah | .... | Do. | Do. |
| 5. | Universal Agency | | Polo View Road,
Srinagar and Gulmarg. | |
| 6. | Ramzana & Sons | .... | The Bund, Srinagar. | |
| 7. | Mohammad Baba | .... | Do. | |
| 8. | Gaffara Fishing Tackle. | | Do. | |
| 9. | Munwar Shah Fishing
Tackle | — | Do. | |

(c) Ski-ing equipments.

- | | | | | |
|----|---------------------------|------|---------------------|-----|
| 1. | Pestonji & Co. | | The Bund & Gulmarg. | |
| 2. | Kashmir General
Agency | | Do. | Do. |

(d) Taxidermists and Furriers.

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|----|----------------------|------|--------------------------------------|--|
| 1. | Mohammad Baba | | The Bund (Srinagar)
and Gulmarg. | |
| 2. | Ali Joo Furrier | | The Bund (Srinagar)
and Gulmarg. | |
| 3. | Chota Subhana & Sons | | The Bund (Srinagar)
and Gulmarg. | |
| 4. | Mahada Joo & Sons | | The Bund (Srinagar)
and Gulmarg. | |
| 5. | Salama | | The Bund, (Srinagar)
and Gulmarg. | |

(c) Leather Merchants.

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|----|-----------------------|------|---------------------|--|
| 1. | Aziza | | The Bund, Srinagar. | |
| 2. | Ramzana & Sons | | Do | |
| 3. | Kashmir Leather Works | | Do. | |
| 4. | Subhana | — | Do. | |

5. Banks.

1. The Imperial Bank of India The Bund, Srinagar.
2. Lloyds Bank The Bund, (Srinagar) and Gulmarg.
3. The Punjab National Bank Srinagar and Jammu.
4. The Central Co-operative Bank Amirakadal, Srinagar.
5. The Muslim Bank of India Amirakadal, Srinagar.
6. Punjab & Kashmir Bank—Srinagar & Jammu.
7. Post Office Savings Bank At all Post Offices.

6. Bankers.

1. Bahar Shah & Son The Bund, Srinagar.
2. Sumbly Brothers Amirakadal, Srinagar.
3. Tarachand Arjandev—III Bridge, Srinagar. Ganju.

Kashmir is famous for its Shawls, papier-mache, wood-carvings and articles made of silver. Its checks and Puttoos supply warm clothing; its felts and carpets, best furniture for use; and in order that the visitor may get the best quality and at the same time at reasonable price, we give hereinbelow names of some of the known dealers.

(a) Shawls and Carpets.

1. Hadow & Co., Carpet
Factory Zaldargar, Srinagar.
2. Kailash Carpet Factory—Srinagar.
3. Gaffar Joo & Sons,
Shawl dealers The Bund, Srinagar.
4. Bahar Shah & Son,
Shawl dealers, The Bund, Srinagar.
5. Alijan & Son, Shawl
dealers The Bund, Srinagar.
6. Kadir Jan, Shawl
dealers The Bund, Srinagar.
7. Habib Shah III Bridge, Srinagar.
8. Subhana & Sons III Bridge, Srinagar
and Gulmarg.
9. Samad Shah III Bridge, Srinagar.
10. Noordin Pandit V Bridge, Srinagar.

(b) Curio Sellers and Jewellers.

1. Ghulam Mohi-ud-din
and Sons III Bridge, Srinagar.
2. Kabir Joo & Sons Do. Do.
3. Subhana & Sons Do. Do.
4. Mahada Joo Residency Road,
Srinagar.

(c) Papier-Mache makers and Wood Carvers.

1. Gane Mede III Bridge, Srinagar..
2. Subhana & Sons Do.
3. A. A. Banka The Bund, Srinagar.

4. A. Peer ___ III Bridge, Srinagar.
5. Suffering Moses ___ Do.
6. Habib Joo & Sons ___ Do.
7. Ghulam Hussain ___ Do.
8. Ahmad Ullah ___ Do.
9. Shamlal ___ Rainawari, Srinagar.

(d) *Silversmiths.*

1. Sidik Joo & Sons ___ III Bridge, Srinagar
and Gulmarg.
2. Khizr Mohammed ___ III Bridge, Srinagar
and Gulmarg.
3. Habib Joo & Sons ___ III Bridge, Srinagar
and Gulmarg.
4. M. S. Habib Joo & Sons ___ III Bridge, Srinagar
and Gulmarg.
5. Tarachand-Arjandev Ganju ___ III Bridge, Srinagar
and Gulmarg.
6. H. R. Jialal ___ III Bridge, Srinagar
and Gulmarg.

(e) *Kashmir Tweeds and Checks* are manufactured at Pampur on Srinagar-Anantnag Road, and Sopore in Baramulla Tahsil. The dealers in Srinagar are:—

1. Kadir Jan & Sons ___ Residency Road, Srinagar.
2. Pratap Mills ___ II and IV Bridges,
 ___ Srinagar.
3. Kashmir Depot. ___ 1st Bridge, Srinagar.
4. Subhana & Sons ___ The Bund, Srinagar.

8. Miscellaneous.

(a) Motor Houses and Workshops.

1. Imperial Motor Works.....Amirakadal, Srinagar.
2. American Motor House.....Srinagar.
3. The Northern} {Near Pratap Park,
Motor Ltd. } {Srinagar.
4. Popular Motor Co. Kothibag, Srinagar.
5. Government Mail Motor
Workshop Srinagar.

(b) Photographers and Views sellers.

1. Vishinath & Sons The Bund & II Bridge,
Srinagar.
2. Dutta Photo
House, Srinagar & Jammu.
3. Mahatta & Co. The Bund, Srinagar.

(d) Gunsmiths.

1. Amira Brothers The Bund and
Rainawari, (Srinagar)
2. Munwar Joo 1st Bridge and
Rainawari, (Srinagar).

(e) Lorry & Motor Companies.

1. Sohanlal & Son Srinagar and Rawal-
pindi.
2. Chiraghdin & Son Do Do
3. Dinanath & Son Do Do
4. N. D. Radhakishen
& Son Do Do
5. Royal Motor Co. Do Do

6. Imperial Motor Co. Srinagar and Jammu.
7. Darbar Move
Motor Co. Srinagar and Jammu.
8. Express Motor Co. Do Do
9. Issar Motor Service Do Do
10. The Army Agency Do Do
11. Nanda Buss Service Do Do
12. Mail Motor Service Srinagar and Rawalpindi.

(f) Railway Out-Agency.

1. N. D. Radhakishen & Son Maisuma, Srinagar.

Note.—Some of the Companies like the Army Agency, and Nanda Buss Service have timed lorry service between Srinagar and its suburbs, Gulmarg, Pahalgam, Jammu, Sialkot, Wazirabad, Lahore, etc. Their rates not high, and the service is a boon to the traveller who has not to wait long hours as is generally the case otherwise. If for this comfort a small extra charge may be made, it is immaterial in view of the unnecessary bother and inconvenience saved.

9. Pastimes.

1. Golf, Tennis, Billiards, (under the management of the Club).
2. Ski-ing at Gulmarg (winter sport).
3. Boat and Swimming Races.
4. Swimming in the Dal, Gagribal, Nagin Bagh, Ganderbal, Naseembagh, etc.

5. For amusement the "Regal Talkies" at Harisinghbagh; Kashmir Talkies at Maisuma: the Sharika Dramatic Club, Rainawari.

6. Polo, with special permission.

7. Besides the European Club, there is the Harrison Institute which registers both European and Indian Members.

10. House-boats.

As stated elsewhere, house-boats are the chief characteristic of Kashmir life. These are generally one-storeyed, as the bridges of the city render it impossible for a two-storeyed boat to be moved up or down the river. Commodious, comfortable, decently furnished, they are a real charm. There are the following classes of boats—

(a) House-boats with 4 or more rooms & 2 bath-rooms: with a cook-boat and a *shikara*,

Class A	Rs 160 p.m.
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Class B	Rs. 125 p.m.
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(b) With 3 rooms and 2 baths, a cook-boat and a *shikara*,

Class A	Rs. 110 p. m.
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Class B	Rs. 90 p. m.
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(c) Doonga house-boats, with 4 or more rooms, 2 bath rooms, a cook-boat and a *shikara*,

Class A	Rs. 140 p.m.
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Class B	Rs. 100 p.m.
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(d) With 3 rooms & 2 baths, cook-boat and a *shikara*.

Class A Rs. 90 p.m.

Class B Rs. 75 p.m.

(e) Living Doongas with a crew of 4

persons Rs. 50, and Rs. 40.

(f) Matted Doongas, with crew of 4: Rs. 45 and
35 p.m.

(g) Kitchen boat Doongas with
crew of 3, or 2nd class Doongas,
with one only Rs. 15 p.m.

(h) Third Class Doongas, with
2 persons Rs. 12 p.m.

Note 1.—The rates are for fully furnished boats
with strong ordinary furniture.

Note 2.—If boarding arrangements are made by
the owner of the boat, the charges will be extra, and
will be decided by him with the tenant according to
requirements.

Note 3.—Boats can be hired for short periods,
except between 15th April and 30th June, and 15th
September and 30th November, and rent can be paid
by the week.

Note 4.—When boats move up or down the river
from the city of Srinagar or to the Dal, and extra
men have to be engaged they should be paid at Re. 1
to Rs. 1-4 a day.

10—(b) The Visitors Bureau has prescribed a
schedule of hire for boats taken out of Srinagar for

all classes mentioned above; but these rates are subject to fluctuations, as much depends on circumstances. Upstream rates are generally higher than down-stream rates. As Visitors usually take their boats outside Srinagar, this schedule is not of interest to them. More-over, the class of boat engaged will command the hire prevailing at the time.

10-(c) Since Visitors go on trips and excursions in Srinagar, generally to Nasimbagh, Nishatbagh, Gagribal, etc., and use the light skiffs or *shikaras*, the following schedule of rates for registered *shikaras* has been fixed :--

Within Municipal Limits.

- (i) For first two hours or any portion thereof

Shikara	.... 3 annas
Hanji	.... 4½ annas, each.
- (ii) For half day of 4 hours, or less but more than 2,

Shikara	.... 3 annas.
Hanji	.... 6 annas, each.
- (iii) For full day of 8 hours or less but more than 4,

Shikara	.... 6 annas.
Hanji	.... 12 ,, each.

For trips—

To Gagribal and back

Shikara	.... 3 annas,
Hanji 4½ annas each.

To Nasimbagh, Naginbagh, Nishat or Shalimar

Shikara 6 annas
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Hanji 12 annas.
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Note 1.—Nagin Bagh, though not given in the sanctioned schedule, has been included as the rates are the same generally.

Note 2.—Fares given include return journey also.

Note 3.—Boats not used for return journey will still be entitled to the fares given above.

Note 4.—For halts over 3 hours half rates by hours are payable.

Note 5.—Visitors can also settle rates before hand, and it is not improbable that charges shall be reduced for trips.

10—(d) Visitors requiring house-boats, doongas etc., may apply to the Director of Visitors Bureau. The Tahsildar also can attend to their needs. At headquarters outside Srinagar, Tahsildars may be approached. Contractors also are appointed.

10—(e) Visitors using mooring sites within or without the limits of Srinagar can only keep one set of boats on the site—a house-boat, a kitchen boat, and a *Shikara*.

11. Servants are registered by the Visitors Bureau. Visitors are advised in their own interest to engage such of the servants as possess the chit granted by the Bureau. The registration form is a index to the honesty, efficiency and usefulness of the man engaged.

Cooks, bearers, Bahishtis, sweepers, boatmen are generally registered.

Visitors, other than Europeans, may have their own servants with them: but if they engage cooks or bearers they may refer to the hotel-keepers or owners of restaurants. The Bureau generally registers cooks and others for service with Europeans.

Similarly, Shikaris are also registered by the Game Department, and only experienced men are useful. If, therefore, Shikaris are to be engaged, reference should be made to the Game Warden who can advise in the matter.

Hereinbelow are given the rates of pay on which servants of different classes can be engaged.

1. Cooks (for Europeans) Rs. 20 to 40 P. M.
(for Indians) Rs. 10 to 20 "
2. Bearers Rs. 15 to 30 "
3. Bihishtis Rs. 10 to 15 "
4. Sweepers Rs. 8 to 15 "
5. Shikaris (Game Guides) Rs. 30 to 50 "
or more which depends on the nature of the expedition, expert knowledge of the *Shikari*, etc.
12. Transport rates.

It is a matter of great satisfaction that rates for riding ponies, baggage ponies, coolies and *dandis*, have been fixed, and where arrangements are made through

the contractor, one has not to bother about rates. Where one has to go to the open market, the rates prescribed at least lay down a maximum limit, and the employer can very well see his way to reduce the rate, if possible. The rates for Lorries or Cars are not fixed: they vary with the demand and depend more or less upon the excellence of service. As Visitors are generally fond of trips to out-of-the-way places and engage coolies, ponies, etc., the author has been tempted to copy out the schedule, sanctioned by the Government.

1. Srinagar—Leh route—all mountainous.

Station		Summer rates 16th April to 15th November.	Winter rates 16th November to 15th April.	Pony Cooly	Pony Cooly	Special rates
Srinagar—Ganderbal	—	14 As.	7 As.	17 As.	9 As.	
Ganderbal—Kangan	—	11	6	14	8	
Kangan—Gund	—	14	7	17	9	
Gund—Sonamarg*	—	16	10	20	13	
Sonamarg—Baltal	—	9	5}	Rs. 10 per pony and Rs. 5 per cooly if		
Baltal—Matayan	—	16	12}	carriers are willing. The road being bad,		
Matayan—Dras	—	12	6}	voluntary impression possible.		
Dras—Kharbu	—	22	11	36	26	
Kharbu—Kargil	—	16	10	25	13	
Kargil—Moulbek	—	22	11	36	20	
Moulbek—Bot Kharbu	—	15	8	24	12	
B. Kharbu—Lamayurn	—	16	10	24	12	
Lemayuru—Nurla	—	18	12	25	13	
Nurla—Saspul	—	14	8			
Saspul—Nemoo	—	11	6			
Nemoo—Leh	—	18	9			

Note—The above schedule has been given, as many of the Visitors going to Ladakh, to have a shoot in Changchenmo, have to use the transport mentioned above. During winter it is only local men or a chance visitor that may have to traverse this risky and dangerous distance. When the Zoji-la pass remains closed, during winter, transport is difficult. Contractors on this road supply on demand butter, milk, fowls, eggs, sheep, oil, firewood and grass. The rate list is sanctioned at every stage, and requisite articles can be had on payment. Visitors and sportsmen proceeding beyond LEH must make their own arrangements for fowls and eggs, and in no case should the demand be made from villagers as the tracts beyond LEH have got very limited supply, and population is scanty. For supply of grain State Kothis are maintained on the Srinagar-Leh line. The grains are wheat and *grim* (either whole or flour). Pulses can be had from the shopkeepers at Dras, Kargil or Leh. Visitors or travellers may indent on the Kothis, and get on payment the quantity permissible. The stations are—Dras, Kargil, Lamayuru, Saspol, Leh, and Panamik.

(b) Leh to Changchenmo.

	Pony	Coolies	Distance.
Leh—Ranbirpura	13	7 miles
Ranbirpura—Sakti	15	8 " 15 "
Sakti—Chhachhot	24	12 20 "
Chhachhot—Tanchi	16	8 16 "
Tanchi—Chakar Talab	15	8 15 "
Chakar Talab—Febring	16	8 16 "
Febring—Lunkar	—	15	8 15 "

[Beyond Lunkar there is no habitation, hence no fixed rates. Payment may be made at one anna per mile per pony and .6 pies per cooly].

Halts at half rates.

(f) Tonga rates within Municipal limits of Srinagar.

	Ist Class Annas	II Class Annas	III Class Annas
(i) First hour or a portion thereof	10	8
Every subsequent hour or a portion thereof	6	4
Half day of 5 hours	32	24
Full day of 9 hours	56	40
(ii) Gupkar and back	16	12
Chashma Shahi and back	28	24
Nishat Bagh and back	40	32
Shalamar and back	48	32
Harwan and back	56	48
For halt for each half hour after first two hours	2	1

13. Road toll is recovered at Ramban and Domel. Among other things, the following articles are charged customs duty at rates given against each:—

1. Bicycle	—	—	10	Annas.
2. Motor Bicycle	—	—	3	Rupees.
3. „ „ with side-car	—	—	5	„
4. Motor car (3 passengers)	—	—	10	„
For every extra passengers over three	—	—	2	„
5. Trailer attached to Motor Vehicle	—	—	6	„
6. One ton or less lorry with pneumatic tyres	—	—	20	„
7. $1\frac{1}{2}$ ton lorry	—	—	30	„

(b) A small passenger toll is also recovered at 17th mile in the British Indian territory on the Rawalpindi-Kohala road at 6 annas per passenger travelling in a car or lorry; and at Kohalla before crossing the bridge eight annas per passenger are realised.

14. Motor and Lorry licenses.

Motors and lorries temporarily imported by visitors are exempt from duty; and where reciprocity between the Kashmir State, and any other Indian State or British Indian Province exists, no fee is charged. Registration fee for

I. Motor Cycles	—	Rs. 4.
Motor Cars & Lorries & other vehicles	—	Rs. 16

II.	Driving license fees	.....	Rs. 5
	For each renewal	.....	Rs. 3
	For duplicate copy	.....	Rs. 2
III.	For examination of a Motor Vehicle	.....	Rs. 5
	Road certificate for one year for one road	.....	Rs. 5
	For duplicate copy	.....	Rs. 2
IV.	Special driving license for the Provinces of Jammu and Kashmir	.....	Rs. 7
		for each Province	

V. Visitors are advised that while travelling over the Jhelum Valley and Banahal Cart Roads, the drivers should be warned to avoid 'racing' or 'speeding up' and observe the limits prescribed by the Government—Motors, 25 miles an hour, lorries, 18 miles. This is very necessary to avoid accidents which are otherwise an ugly feature of travel. Secondly, over-intoxication, carelessness, rash-driving should be guarded against.

15. Telephone Exchange is situated in Maisuma, at the back of the Mail Motor Service office. Jammu, Baramulla, Mohora, Uri as also British India via Sialkot are connected with Srinagar. The rates are the same as prevailing in British India, viz, twelve annas for 3 minutes between Srinagar and Jammu. At Jammu Railway Station a public telephone has been installed for use free of charge.

16. Dak Bangalows and Rest Houses have been duly noted all along routes described in Chapter IV. It may, however, be stated that Dak Bungalows exist on the motor roads only—Srinagar-Rawalpindi, Srinagar-Banahal and Abbottabad-Domel Roads. Rest houses, with no catering arrangements are provided on Srinagar-Gilgit and Srinagar-Leh roads. Forest or Public Works rest-houses and Inspection bungalows exist at out of the way places also, and can be used with previous permission of the department concerned.

17. Foreign mail arrives on Mondays and is despatched on Tuesdays. The Air-mail is despatched on Saturdays.

Local & Indian mail is delivered once only : during summer in the forenoon ; in winter, in the afternoon.

18. For the convenience of visitors only registered and licenced traders, hawkers and dealers are permitted to visit camping grounds and visitors' quarters.

19. Visitors are registered on their entry into Kashmir at Domel ; also at Suchetgarh, Ramban and Tawi, in Jammu. They are required to note down their residence, period of stay, object of visit, and address in Kashmir. This facilitates their being traced out whenever necessary.

20. Visitors intending to wait on His Highness the Maharaja Bahadur of Kashmir should write to

the Minister-in-waiting (Private Department) or A. D. C. in Waiting on His Highness.

21. Visitors going to Gulmarg and using the State garages at Tangmarg should write to Divisional Engineer, Srinagar. This can also be done through the Director of Visitors Bureau.

While at Srinagar the visitor can make reference to the Director Visitors Bureau on all matters and get information required through him. When outside Srinagar, he may write to the Tahsildar or his Naib (Assistant) and he can help him in every way.



Note—This handbook has attempted to supply all information generally required by a Visitor.

Readers are requested to make their suggestions for its improvement to suit all purposes.

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